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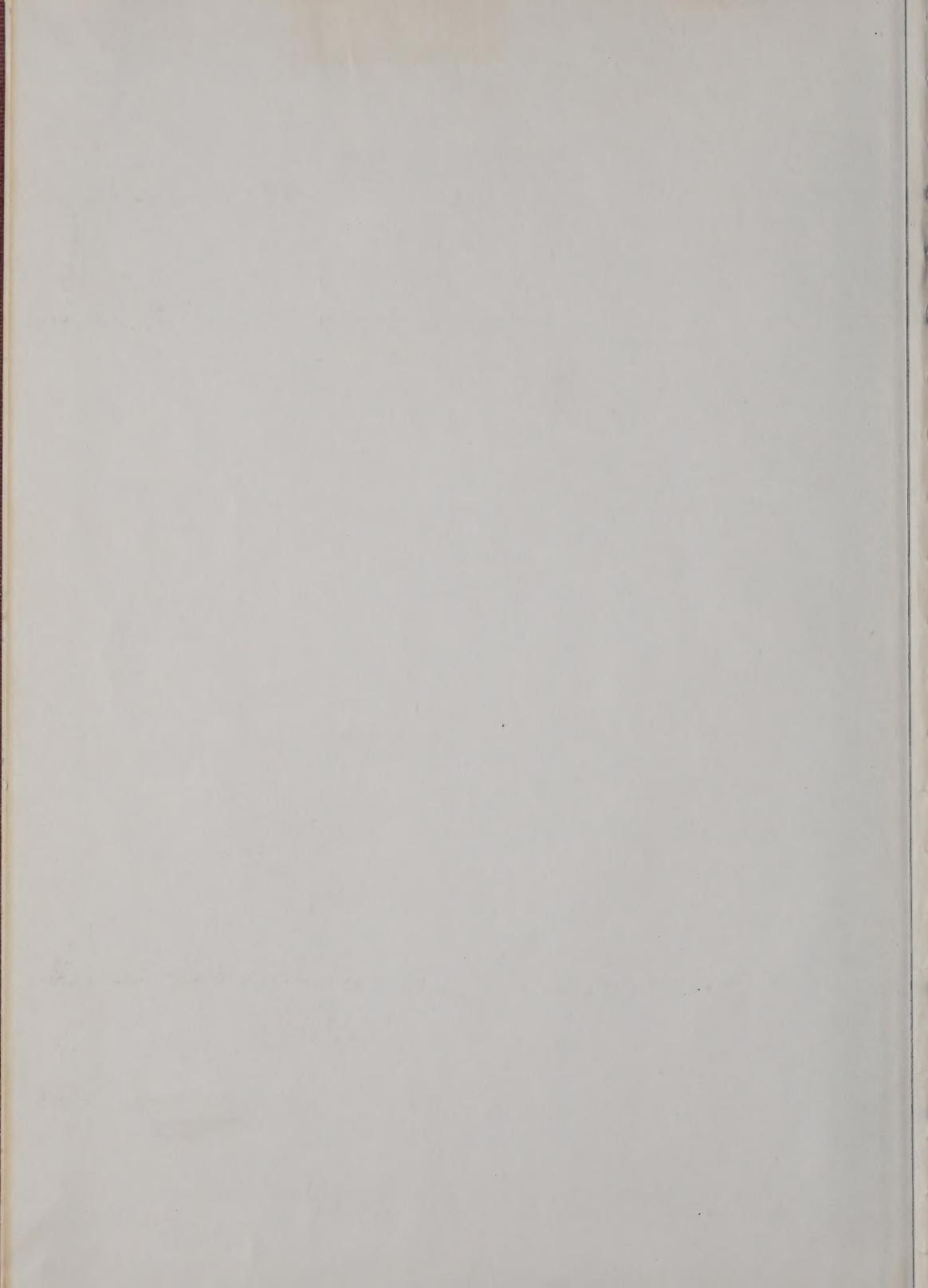
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IRONTON CENTENNIAL
COMMISSION

OCTOBER 8-15, 1949

FORWORD

This Publication is a Story of a City,
and not a History of Individuals. . . . It is a Story of the Past—
not of the Present or Future.

The pictures are those of the past—or the firsts. . . . To tell a story of Ironton of today, and to print the present day pictures, would require a book twice this large.

The city of Ironton is 100 years old, but Lawrence county is much older, and no mention is given other parts of the county other than those which directly connect with the building of Ironton.

Ironton is more than an average normal city—it has always been an industrial community and a leader. . . . Nothing sensational—but just steady, and its citizens have never hesitated to invest money in the town's factories.

Ironton's industries since 1849 have helped build the nation called America. . . . Iron for industry, railroads, guns and ships. . . . Lumber and nails for buildings and homes. . . . Cement for foundations, skyscrapers, roads and bridges. . . . Brick for churches, schools and streets. . . . Stoves for cooking and heating. . . . What city anywhere has manufactured all these materials down through the years?

It has been possible to build a home using 95 per cent materials manufactured in Ironton—lumber, hard wood, nails, brick, cement, doors, tile floors and walls, mantles, windows, roofing and even fencing. . . . In the past, wagons, hubs, spokes and rims, buggies, with the leather upholstering were manufactured complete here, with harness for the horses. . . . Shoes for men and beast. . . . Steam engines and boilers for other industries, boats and machinery for coal mines.

Today, Ironton industries supply other great industries with coke, and by-product from coal tar supplies material for many of the new plastics for better living of tomorrow. . . . Ammonia, both for explosives and fertilizer. . . . Sporting goods—balls and gloves, weather striping and insulation, automobile motor parts, motor brushes for cars, refrigeration and elevators, malleable iron castings of all types, in addition to many of those items made in the mention of years ago.

During four great wars, Ironton was a manufacturing defense area—Iron for cannons during the Civil War. . . . Iron for battle ships during the Spanish American War. . . . Barbed wire by the hundreds of miles for the trenches "Over There" during the First World War plus millions of nails to build army barracks. . . . Landing craft—hundreds of thousands of pipe couplings for the North African invasion were shipped direct from Ironton early during the Second World War, in addition to a score more items manufactured by the old established industries, plus the Buckeye Ordnance Works erected at the cost of many million dollars early during the war.

- - - Introductory - - -

The high lights of Ironton, from its beginning in 1849 to the event of the Centennial, as told within these pages, represents a research of newspaper files of the past century.

The City of Ironton has been fortunate in having good newspapers since August 1, 1850, when the Weekly Register was established. Shortly thereafter, the Ironton Times was established in 1853, followed by the Ironton Journal in 1859.

The Clipper, the Commercial, the Democrat, the Era and the Busy Bee were also Ironton owned and printed newspapers before and following the Civil War period.

The Waechter Am Ohio, a German printed weekly was established in 1874. The Irontonian was established in 1878, and became a Morning Daily in 1892. However, the first Daily was established in 1889, when Thos. G. Brown, purchased the Weekly Republican which had been established in 1880.

BEFORE THE BEGINNING

In 1848, the land along the Ohio river a few miles above Hanging Rock was almost a wilderness. There were a few scattered homes, small farms and apple trees. The territory was well drained, there being two creeks, one named Storms which emptied into the river, and the other, Rachel, which paralleled the river for a mile, emptying into Storms near its mouth. This second creek was only about 800 feet north of the river, leaving but a narrow strip of land between the creek and river. Behind this creek was higher ground, which sloped from the high hill, a half mile away. Today, no one would select such a location as a site for a city, but little did our forefathers who named Ironton as the river terminus for the Iron Railroad in 1849, think of streets, avenues and alleys. Their thoughts were for a river wharf where that railroad could unload its cars of iron on boats, and in return transport provisions back out into the hills to the furnaces which produced the iron.

At that time, within a radius of 13 miles back in the hills, rich in coal, timber, iron ore and limestone, were 13 busy furnaces. John Campbell, who dreamed of Ironton, had helped build Keystone, Madison, Monroe, Howard and Gallia furnaces. But closer were Amanda in Greenup County, Kentucky, built in 1818. Union at Hanging Rock, built in 1826; Franklin in 1827; Pine Grove in 1828; Junior in 1832; Buckhorn, Hecia, Mount Vernon and Vesuvius, all built in 1833; Lawrence in 1834; LaGrange in 1836; Olive in 1846, and others. From 1818 until the time of the first World War there had been erected in the Hanging Rock Iron Region, 87 pig iron furnaces.

Just across Storms Creek (north approach of overhead railway crossing on north Second street, U. S. Route 52) was a little frame church where Rev. John Lee, a Baptist minister held services. This was not in the first land purchase, but was the first church to serve the people living in Ironton, early in 1849. Thus we have a description of what John Campbell and associates saw, when they drove up the river bank from Hanging Rock, to view a new town site.

Fifty years ago, The Ironton News was established. The same year, the Weekly Register became the city's third Daily newspaper.

At the turn of the century, the newspapers in Ironton were the Morning Irontonian, the Evening Republican, the Daily Register and the Ironton News, printed each Saturday.

Only one newspaper entered the field since 1900, the Daily Star in 1907, which was of short duration.

January 1, 1925, the two remaining daily papers at that time, consolidated to become known as the Tribune.

The Ironton News, advancing step by step from weekly to tri-weekly, then daily now provides the city its only Sunday newspaper.

The files of old newspapers at the Briggs Library, and E. B. Willard's history of early Ironton, written in 1916, have been a great help in authentic information for all facts contained in these pages.

THE BEGINNING

Gold was discovered in California January 14, 1848, and men seeking riches the "easy way" were enduring hardships over land, mountain and through the desert to reach the west coast, as our story begins. . . Men in Lawrence county were working with pick, shovel and ax, where timber for charcoal, coal and iron ore and limestone were plentiful. . . . There were a few men, who owned the furnaces, known as "Iron Masters" and these men were dreaming of transportation. . . . They wanted a railroad to replace the ox carts, a slow way of hauling the pig iron to the river for shipment. . . . Iron was the base which our nation needed to build new industry and railroads.

A narrow gauge railroad was built from Hanging Rock to Newcastle in 1846. . . . The owners of this three mile railway were very enthused about extending the line to connect with the other prosperous pig iron furnaces of the county, all seeking an outlet to move their pig iron to the Ohio river for shipment. . . . Two leaders in this railway extension movement were Robert Hamilton and John Campbell, both iron masters of wealth. . . . When John Campbell went to Buffalo, N. Y., in the summer of 1848, to attend the national political convention which nominated Van Buren and Adams, who were defeated by Zachary Taylor and Millard Fillmore, . . . certain actions were taken during his absence, by the group of men promoting the new proposed railroad, which caused him to fall out with Mr. Hamilton, upon his return.

Dr. Caleb Briggs, who at the time was making a geological survey for the State of Ohio of the Hanging Rock-Ironton region, was taken into Mr. Campbell's confidence, and became his personal representative to help engineer a survey for another railroad. . . . It was Dr. Brigg's idea that the terminus of the proposed railroad be on the Ohio river, three miles east of Hanging Rock, which was higher ground, and offered better grades to reach the furnace lands back in the hills from the river. . . . Two other men of means, James O. Willard and John Peters were quick to accept the idea suggested by Dr. Briggs, and the mouth of Storms Creek, was selected as the site for the new steam railroad.—Thus Ironton begins.

THE LAND OPTIONED

W. D. Kelly, owned the apple orchard near the mouth of Storms Creek, and dealing through him, the neighboring lands were optioned with promissory notes. . . . Thomas Walton surveyed the land and made the blue print for the new town. . . . The original and cost of the land was as follows: Isaac Davidson, 49½ acres, on which was paid December 13, 1848, \$819, and notes payable in 9 months with interest, \$800. . . . Elizabeth Copenhaver's farm, 23 acres—cash, \$550—notes on demand, \$550. . . . Daniel Fort's farm, 100 acres, cash \$400, notes for one year for another \$400. . . . P. Lindenberger, 2½ acres, cash \$248. . . . E. E. Adams, one acre, cash \$100 notes in sum of \$400. . . . J. L. Collins, farm, 66 acres, cash \$1,500, note \$1,500. . . . The land back of the river known as the Davidson and Lineberger farm—325 acres sold at \$33 per acre. . . . These deals were all completed May 12, 1849.

OHIO IRON AND COAL COMPANY

March 17, 1849 a charter was granted the Ohio Iron & Coal Company. . . . It was agreed the first purpose of this company was to build a railroad, and second, a town or trading post, where educational and religious opportunities would be offered. . . . The 24 men who organized the company were John Campbell, William Ellison, D. T. Woodrow, John Ellison, James Rodgers, Hiram Campbell, William D. Kelly, John Culbertson, John Peters, Dr. Caleb Briggs, Wm. H. Kelly, Andrew Dempsey, Henry S. Willard, George Steece, Henry Blaie, Joseph W. Dempsey, Washington Irwin, James W. Means, James A. Richey, James O. Willard, John E. Clark, Robert B. Hamilton, Smith Ashcraft and H. C. Rogers. . . . The capital stock was \$500,000. . . . According to the charter, the purpose was to build a railroad from a point in Upper township, on the Ohio river, north to a southern line of Jackson county.

April 23, 1849, the new company met. . . . The capital stock was divided two for one—each share holder in the town had to buy two shares in the railroad building. . . . James O. Willard was president of the railroad, while John Campbell looked after the iron and coal interests.

FIRST LAND SALES

The land of the LaGrange Furnace Co., at the mouth of Storms Creek was purchased on May 3, 1849. . . . This land included the river bank from the mouth of Storms Creek to a point now known as Jefferson street. . . . This assured the Ohio Iron & Coal Co., industrial sites on the river and wharfs where needed. . . . On June 20, 1849, the company held the first public land sale, offering lots to the people for business and homes. . . . The town had been named at the suggestion of Thomas Walton, the surveyor, who made the first map, and called it "Ironton". . . . The town was originated to get rid of a "ton of iron" hence he suggested that Ironton was a proper name and it was agreed by John Campbell, W. D. Kelly and Dr. Briggs that the name would be adopted.

FIRST CHILD BORN

When the town was laid out in lots, Judge Davisson, who presided in the early courts at Burlington, owned a big brick house facing the river near where Buckhorn street was located. . . . W. E. R. Kemp was living in the house when the town site was purchased, and when the first lot sale was held, W. D.

Kelly purchased the house and lots, and it was in this house that the first child was born, named "Ironion" Kelly.

STREETS NAMED

The naming of the streets favored the Lawrence county furnaces. . . . Vesuvius furnace was the favorite of John Campbell, so it was the first street next to Storms Creek. . . . It was at Vesuvius that Mr. Campbell's idea of a hot blast was tried and found to work successfully in the making of Ironton. . . . The next street was named for Hecla furnace, then Etina, Buckhorn, Lawrence, Center, Olive, Vernon were all furnace names. . . . The street along the railroad was named "Railroad" street, then names of Presidents were adopted, Washington, Adams, Jefferson. . . . The long streets starting at the river was First, Second, etc. . . . The original town was from Vesuvius to Jefferson, the river to Seventh.

November 20, 1849, Wm. D. Kelly who owned land above the town, dedicated streets, and the town was extended to take in his lands, where he built a home, later becoming the Deaconess Hospital. . . . These new streets were named for Presidents Madison, Monroe and John Quincy Adams, as there was already an Adams. . . . The next street started the trees, and was named Chestnut.

THE FIRST ELECTION

The first election held in Ironton was on Saturday, April 19, 1851. . . . The first Mayor was James M. Merrill. . . . Councilmen elected were John Campbell, J. S. Roadamour, Morris Jones, E. J. Folwell and Hugh Crawford. . . . The first school election was held on May 22, 1851. . . . Only 36 votes were cast approving adoption of free schools and one vote against. . . . The first school board members were John Campbell, John Peters, James Kelly, W. D. Kelly, S. R. Bush and Thomas Murdoch.

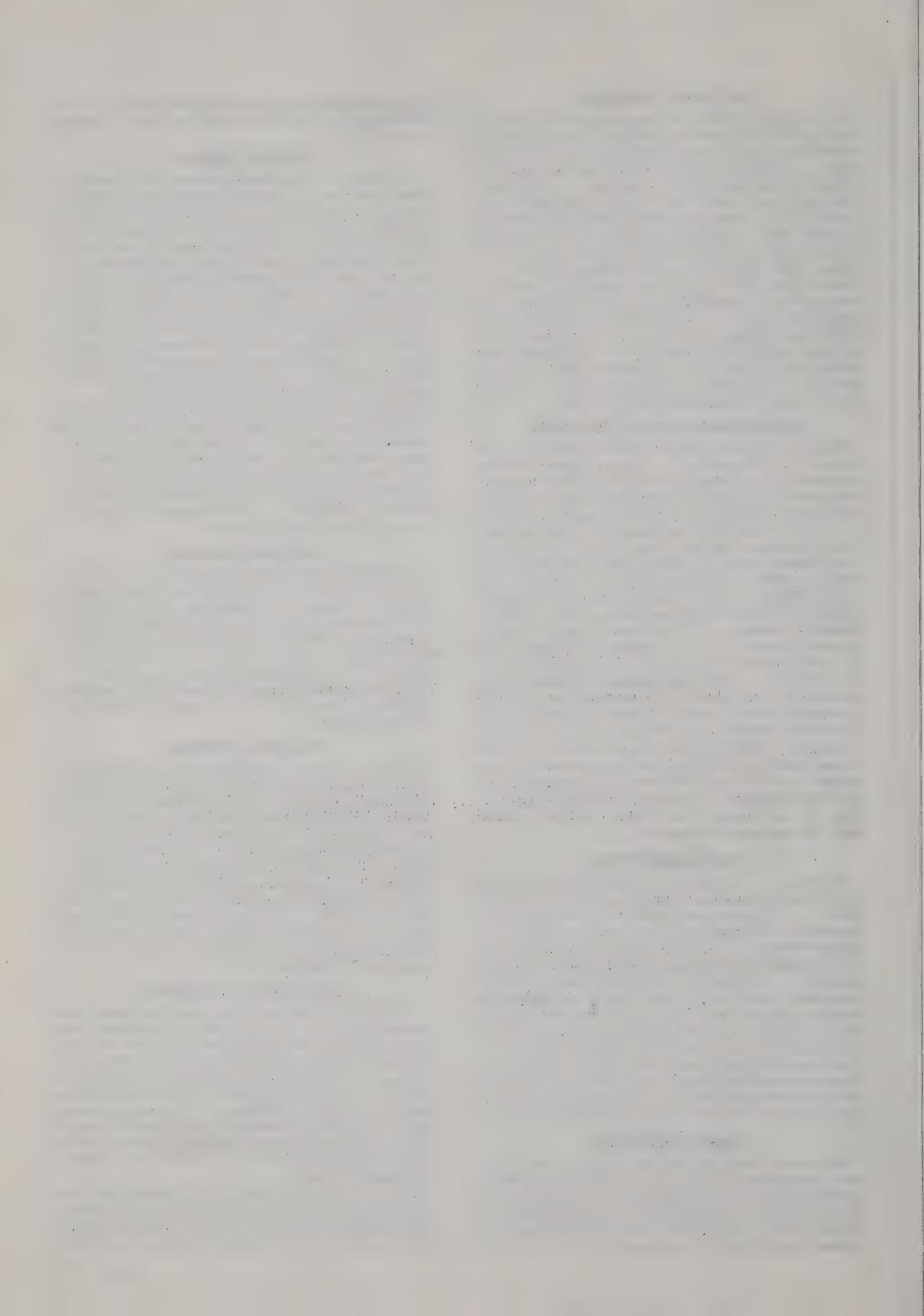
THE FIRST VOTERS

The first voters who signed the poll book were J. M. Merrill, Amos Ford, O. Harlow, W. S. Kirker, J. P. Merrill, C. Briggs, A. O. Shepard, John Kelly, Wm. Hall, H. W. Parker, G. W. Kelly, James Sullivan, Wm. St. Clair, W. E. R. Kemp, Jas. Allison, J. S. Roadmor, B. Blake, Dan Young, J. G. Perkins, Stephen White, J. K. Kidd, E. A. G. Parsons, Thos. Murdock, S. Duke, T. J. Langshore, S. R. Bush, Thos. O'Neal, E. Hurd, T. Hern, Simon Parker, Thos. Winters, John Slotg, Drake Murdock, Sam'l Bridwell, D. W. Vogel-song, John Campbell, J. Peters, Ben Savage, W. D. Kelly, J. M. Kelly, T. S. Kirker, W. W. Kirker, J. Alexander and W. Merfey.

THE FIRST TOWN HOUSE

The Ironton Railroad office was the town's first meeting place. . . . In all other communities there were company stores, operated by the pig iron furnaces, but the new town of Ironton lacked such a place. . . . The men who started Ironton were "Iron Masters" and railroad builders, so the railroad office became the town's first bank. . . . In other communities, the furnace workers were paid in "script" which was exchanged for provisions and clothing at the furnace stores, but Ironton was on a cash basis—and needed a bank.

Workers in the furnaces in the county had little contact with the outside communities, but in Ironton, boats landed daily, and supplies were purchased for the boats with cash, and while these boats were



being loaded with freight at the wharf, the passengers would spend half an hour or so in the town, spending money. A bank was a very important business for the new town, and it was quick in getting established. The men who established the railroad were men of finance, and they were quick to accept promissory notes.

James Rodgers, president of the railroad, John Peters, John Campbell, James O. Willard were the men who applied for a charter for the Iron Bank of Ironton, which today is the First National Bank, 100 years old.

Not only was the banking business of the town done at the railroad office, but all meetings were held there. Rules and regulations, and the laws were enforced from the railroad office. Public meetings were held there.

THE TOWN STARTS

The first industry erected in the new town was a work shop for the building of the Iron Railroad, on Second street at Railroad street. . . . To successfully build a railroad, a foundry was needed, and this was erected on Second and Etna streets by John Campbell and Cyrus Ellison and company, called the Ironton Foundry in 1850. . . . This foundry burned in July 1876 and was never rebuilt. . . . Lumber was also an important factor in building a railroad, and Savage and Merrill erected a saw mill on the river bank at Adams street. . . . Another important item was food, and the dry apple house was established near Seventh and Buckhorn streets, which also burned a few years later.

With these three industries established, and the building of a railroad the most important business of the town, there was work for all able body men. . . . Thus, the new town got off with a good start for strong men, and has remained an industrial city for the past 100 years.

Ironton was not the growth of a cross-roads community, nor the development of a trading post on the path of the covered wagon. . . . The town mushroomed almost over night when a pig iron loading port was announced on the Ohio river. . . . Where men labored there had to be supplies, and stores, and these were quick to be established. . . . Among the first were Thomas Murdock, A. Ford, E. F. and M. Gillen, groceries. . . . Irwin & Kelly, wearing apparel. . . . M. Jones, dry goods. . . . E. Hurd & Co., hardware. . . . Benj. R. Brush was the boot and shoe maker. . . . S. Silverman & Bros. sold men's clothes and D. Green' was the tailor.

Three doctors were quick to locate in the community, where there was chance for industrial accidents as well as sickness—they were J. Morris, J. P. Bing and J. Scott. . . . Most of the legal business was at the county seat, Burlington, 20 miles away, but J. W. Roberts a lawyer saw opportunity and located here.

Simon Parker was the blacksmith selling buggies and harness. . . . P. & U. Scott sharpened the tools and E. Hurd & Co. sold the tinware and stoves. . . . To be sure there was a saloon, and it was Burke's where many items were sold along with the spirits and ales. . . . Tommy Jim was the town's first barber.

The first hotels were the Ironton House, built and operated by E. Hurd, and the Buckeye House by T. Cochran. . . . That was Ironton when the year 1849 ended.

THE FIRST INDUSTRIES

With a foundry, saw mill and dry apple house, as the starter, men saw possibilities of Ironton becoming an industrial community, and the first industry not directly connected with the railroad building, was the plow factory at Seventh and Railroad streets, by Rogers, Amlin & Co. . . . These men had foresight to build near the railroad. . . . Meanwhile several small brick yards were busy making brick needed in building the town, but they only employed one or two men each.

Seeing progress made in the building of the railroad, the Ohio Iron & Coal Co. turned their attention to an industry to make finished product of the pig iron that the railroad would bring to town, and the Ironton Rolling Mills were built in late 1851, to become the town's first major industry. . . . This mill was on Storms creek at the mouth on the Ohio. . . . The first heat was made March 1, 1852. . . . This year saw the fifth industry get started—the Ironton



IRONTON ROLLER MILLS

Roller Mill (flour mill) was established on Front and Buckhorn by H. C. and R. E. Rogers. . . . The business was purchased in 1886 by John Goldcamp and the Goldcamp Milling Co., today has been a successful going institution for 97 years.

The sixth major industry to be erected was the Ironton Machine Shops, on Second and Etna, by J. M. Merrill & Co. . . . This was later taken over by Lambert & Gordon, and also known as Lambert Bros., and later as the Olive Foundry and Machine Shops. . . . Today, one of the original buildings is used by the Meehan Steel Products Co. . . . This plant first went into operation July 24, 1852, built many engines for the steam boats, the nail factories and the City Water Works in 1873.

The next big industry erected was the Star Nail Mills by Peters, James & Co., in 1854. . . . This was the start of the cut nail industry which brought the Norton Bros. to Ironton, and resulted in Belmont and Kelly mills, two of the city's great industries for over a half century. . . . The Lawrence Rolling Mills, later to be known as the Eagle, were completed this year.

THE FIRST BANK

Cash was of little circulation in Lawrence county, when the new town was laid out. . . . The pig iron furnaces in the county operated their own general stores, paid the workers in "script", exchangeable for merchandise at the store. . . . Big business was done on promissory notes. . . . Ironton being located on the river, where much business was with the outside world on the steam boats operating from Pittsburgh to Cincinnati, cash was more in demand. . . . The first bank was opened in 1849 in the office of the Iron Railroad building. . . . It was not chartered to do business as a bank, but never-the-less, it was the "exchange" for change and notes. . . . The Iron Bank of Ironton, was chartered by the state in 1851. . . . The charter was granted on May 10th, the original stockholders were James O. Willard, James Rodgers, John Campbell, Hiram Campbell, D. T. Woodrow. . . . The capital was \$40,000. . . . James Rodgers was the first president, James O. Willard, the cashier.

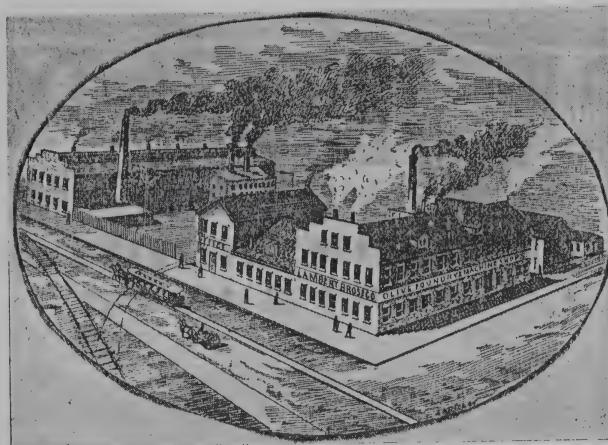
Other banks organized in Ironton were the First National which took over the Iron Bank in 1861, the Second National in 1863, the Exchange Bank in 1870, H. C. Burr & Co., in 1879, the Citizens National, 1890, the Iron City Savings bank in 1905.

TOWN CHARTERED IN 1851

The new town was recognized by an act of the state legislature on March 21, 1851. . . . John Campbell, James M. Merrill, Caleb Briggs, Eben Corwin and Hiram Campbell were named trustees to manage an election. . . . The Ironton Cemetery Association had been organized on January 18th. . . . The first cemetery was Kellys, located on the Hecla Pike to the Ohio River. . . . This association was to meet each Saturday night at early candle lighting, at the school building. . . . New businesses established were Evan Jones and Richard O. Evans, shoe manufacturers. . . . Sam McClure and James Steece, dry goods, featuring "Bay State Shawls" . . . J. M. and S. P. Merrill, wholesale and retail groceries. . . . T. N. Davey, hardware.

The first big building, the Union block, Second near Lawrence was built. . . . The Sons of Temperance, one of the first organizations in the town, with J. S. Duke, secretary, engaged club rooms in this building. . . . The Weekly Register moved from Third and Lawrence where it had been established in a frame building, to the second floor of this new building.

Before the close of the year, new business estab-



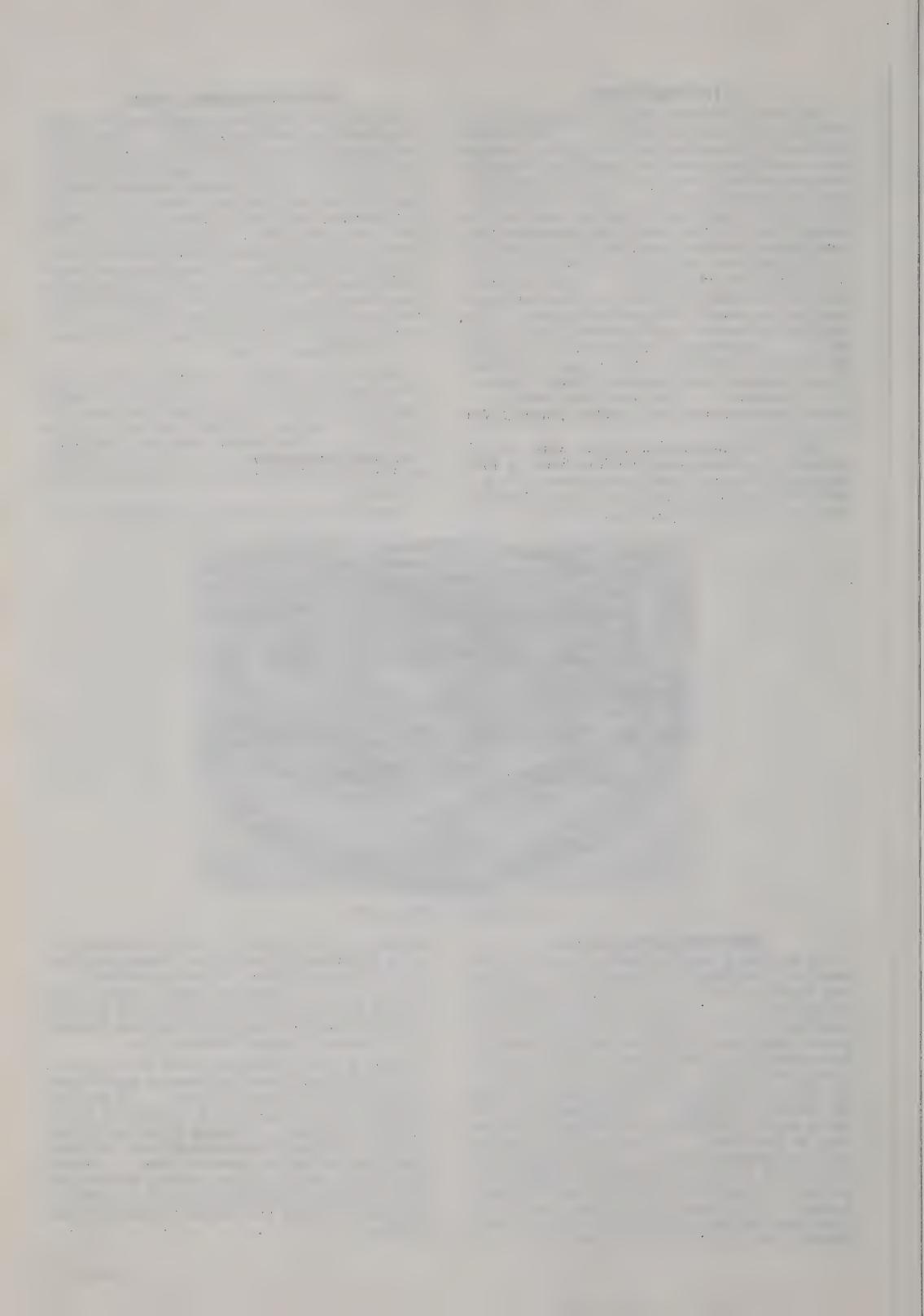
THE FIRST MACHINE SHOPS

THE POST OFFICE IN 1850

The post office was established on January 14th, with Dr. Caleb Briggs the postmaster. . . . Savage and Merrill built a saw mill on the river bank at Adams street. . . . The federal census listed the population of the new town at 574 people. . . . A public subscription was taken, \$440, to build the first school—the "Pioneer" two room building on Fourth and Center. . . . August 1st, the first issue of the Weekly Register, H. M. Stimpson and Hiram W. Parker, publishers. . . . Citizens built a dry apple house at Seventh and Lawrence, to preserve food for the winter. . . . The town had been laid out amid apple orchards. . . . Lawrence (named for the county) Lodge, Free & Accepted Masons, organized at Hanging Rock, 1849, moved lodge to Ironton. . . . The Ironton House, first hotel, built on Front and Railroad by E. Hurd. . . . The Buckeye House, Lawrence street by T. Cochran.

lished in the town were D. H. Clark, wholesale groceries, Ben Butterfield, boat store. Moxley and Barber, the first drug store. S. Duke, hardware. . . . This latter store changed names several times, Duke & Kingsbury, Duke & Shepard, and was sold to W. M. Keer, and then Hutsinpillar and Sheridan and is today's Central Hardware Co.

Henry S. Neal, a lawyer located in the town in 1851, later to become a Congressman and a United States diplomat counselor to Lisbon. . . . A new boat on the Ohio river was named "Ironton" in charge of Capt. A. Mitchell. . . . Thomas Winters established a grocery. Denison Massie a hotel and Levi Henry contractor and builder came to town. . . . Ironton started off a booming town, as the furnace men from the county brought their iron to the river for shipment and spent their money for provisions and clothing.



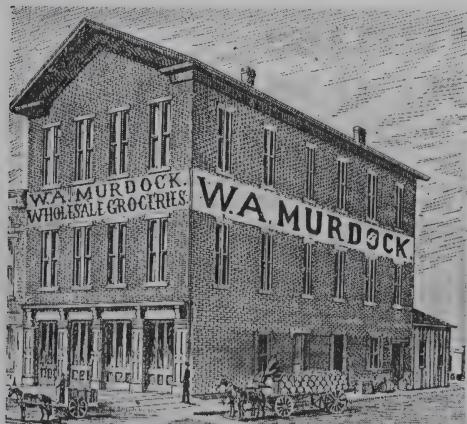
THE FIRST RAILROAD ENGINE COMES

The first engine to be operated on the new Iron Railroad arrived in Ironton, was purchased October 2, 1851—a second hand engine from the Morris & Essex Railroad in the East, which line later became the Delaware, Lackawanna and Western. . . The price was \$1,500, and it came from Buffalo, N. Y. to Ironton on a lake boat to Sandusky, Ohio. . . From there, it came by rail to Cincinnati over the Mad River & Lake Erie and the Little Miami railroads. . . From Cincinnati it was brought to Ironton on an Ohio river boat.

THE COUNTY SEAT MOVES

Three of the most public spirited citizens for the new town were John Campbell, George N. Kemp and William Lambert. . . Early in 1851 these citizens started a petition for the removal of the county seat of Lawrence from Burlington to Ironton. . . Cash pledges to build a court house and jail were made a part of the petition. . . \$1,200 was pledged on the petition, an election held and the County seat was moved on October 23, 1852. . . The new court house was described as a two story brick, 70 feet long, 45 feet wide, 36 feet high, with 25 windows and double doors in front. . . On top was a belfry and a bell, to notify people when court was in session. . . The original building burned in 1857, but the walls were saved, and repaired. . . This building was replaced in 1908 by the present court house.

The Ohio Iron & Coal Co., had set aside the "Public Square" when the town was incorporated, and it was on the lower corner of Fifth at Center, in this square, where the building was erected. . . The first court was held in the building on November 8, 1852. . . Citizens who subscribed to the building fund were: John Campbell and the Ohio Iron & Coal Co., the largest \$400. . . Geo. N. Kemp, Irwin Kelly, S. Silverman, H. and L. Cole, John Culbertson, J. E. Clark, John Ellison, Simon Parker, Ralph Leete, E. J. Farwell, A. T. Brattin, H. Crawford, J. H. Jones, S. McClure, M. Jones, G. R. Bush, George W. Willard and Wm. Lambert. . . Thomas Murdock agreed to give \$50 of services in brick work and Messrs. Voglesong and Buchanan labor in carpenter work.



UNION HALL...
Where First Entertainments Were Held.

POPULATION IN 1852

The population was announced at 1,751. . . Wm. Nixon established the first saddlery shop. . . Thos. Lewis the first queensware store. . . G. T. Buchanan became the town's first undertaker. . . Dr. E. C. Sloan opened the first dental parlor. . . The Ironton Book Store was established on north Second street by John G. Hanzsche, on April 22nd, and for 93 years the city has never been without a store under that name.

S. Spriggs became the town's second Mayor. . . Wait Bush & Co., built a wagon shop on Fourth and Buckhorn. . . H. & L. Cole established the first bakery on Front street. . . C. B. Weber became the town's first watch maker. . . J. P. Shaw opened a drug store on Front street. . . James Craig became the first insurance agent.

The Odd Fellows Lodge organized. . . Wm. Colvin was the first Noble Grand. . . The town had its first brass band, and on Christmas Eve a concert was given at the court house. . . During the year Dr. Caleb Briggs, organized the first library or reading circle, to loan books. . . Gabe Johnson became the town's second barber, and operated a shop for many years.

ANOTHER NEWSPAPER IN 1853

January 1st, the town read a new newspaper, The Spirit of the Times, edited by Benj. F. Corey, Democratic in politics. . . Lewis Shepherd opened the first livery stable and started an omnibus to Hanging Rock. . . New business firms included A. P. Kouns & Sons, groceries, M. & P. Murphy, groceries and D. S. Murdock and H. C. Rodgers groceries. . . Bishop & Perley started a boot and shoe making shop on Second street.

C. G. Hawley became the town's third Mayor, Wm. McGuire the first Marshal. . . Three new law firms opened offices—Elias Nigh and W. W. Johnson, Ralph Leete and Chauncey G. Hawley, P. S. Colvin and Fletcher Golden. . . Scott Bros. & Co., started an ax factory on Third street. . . The first town pump was located on Sixth and Buckhorn streets for the convenience of the people. . . It was called the "McGinley Well" because that citizen had passed the hat and raised \$164.00 to dig the well and provide the pump.

Benj. F. Corey became the town's second postmaster on June 6th. . . Dr. Briggs just wanted the job long enough to get the office properly established. . . The Market House was established as a city institution on Fourth at Railroad. . . Thos. L. & Wm. B. Murdock established a grocery. . . Rodger & Parkinson a flour mill on Seventh and Railroad. . . J. T. Davies opened a dry goods store—he later built the City Hall building, Second and Lawrence around which much of the entertainment of the early town took place. . . George L. Meach established a stone cutting yard on Fourth and Railroad. . . S. Montgomery a grocery nearby.

BAPTIST BUILD IN 1854

The Baptist built their church, Fifth and Vernon, still in use after 95 years. . . A bridge across Storms creek at Second was built—until now the stream was a ford. . . D. W. Richards opened a hat manufacture guaranteed to fit any head. . . David Harvey started a candle factory. . . Harris & Killian established a marble works featuring tomb stones.



SPENCER CHAPEL, Built 1851, Demolished 1892.

The City Market House was established by law and built on Fourth and Railroad. . . . Markets were held there until 1890. . . . The town was growing fast—T. A. & A. T. Bratton. . . . F. Cronacher established butcher shops. . . . W. H. Lynd. . . . W. D. Williams opened grocery stores. . . . George W. Keye, a lawyer located in town. . . . Edward Lawton, a plumber came to town. . . . He laid many of the gas mains, then became superintendent of the water works in later years.

C. P. Calvin became the 4th Mayor of the town. . . . Wm. McGirr remained as marshal. . . . Henry and Jas. F. Wilson, John Kouns, John Blentinger and W. T. Scovil established a foundry on Fourth near Hecia. . . . some of the town's brass church bells were cast there. . . . E. Bixby came to town as a watch maker, and the Bixby store, established in 1854 remains an Ironton retail business today.

The first big brick school, The Union School, with 12 rooms, was built on Sixth street between Vernon and Washington. . . . John Combs opened a book store and printing office—he later was editor of the newspaper—Ironton Journal, the Democrat and Iron Era. . . . Cole and Chamblin opened a Daguerreian gallery to make photos. . . . The Massie House, a 3-story hotel was erected on Front and Vernon.

Kirker & Stomp built an iron fence factory on Fourth at Vernon—some of the iron fences manufactured are still in use about Ironton homes—the Baker funeral home for one. . . . Thos. McKee started first hack line to South Point. . . . Jas. G. Steen and Mohlion M. Bosworth first painters in town to advertise in newspaper for business.

ADVERTISING IN 1854

After five years as a growing community, the town of Ironton in 1854, showed much progress in taking care of the wants of the people. . . . A de-

scription of the mercantile establishments and their locations as found in the newspaper leads off with Drew & Williams, boots and shoes, and E. Montgomery, dry goods. These two stores were located on the river bank at Lawrence street, which later became the site of the Sheridan House, the leading hotel for many years.

Rodgers, Murdock & Co., groceries, a firm composed of H. C. Rodgers, Drake, Thos. I. and W. B. Murdock were on Second street near Lawrence. In the grocery business were, also, Murphy & Leary, Rodgers, Dempsey & Co., a firm composed of R. E. Rodgers, T. A. Dempsey, and G. W. Sample; A. B. Clark & Bro. A. P. Kouns & Sons.

John G. Hanzche advertised books and wall paper. Henry Clarkson, Supt. of the Iron Railroad announces Winter running of trains, and says "no foreign bank bills under \$10 will be taken for tickets". J. T. F. Carney, a class in book-keeping. Cole & Chamberlin are the daguerreotypist. Gabriel Johnson and Frank Paul proclaim their merits as barbers.

D. Nixon was then in a variety store, and here are some of the articles he announces in his advertisement, for sale: Violins, accordians, flutes, fruits, perfumery, soap, candles, pipes, pistols, shirts, canes, cheese, etc. Mr. Nixon later went into the furniture business where he remained advertising almost a half century later.

In the dry goods business were Kelly & Branham, Col. I. W. K. and John B. and M. Jones, on Second near Buckhorn and J. M. Merrill & Co., on the corner of Second and Lawrence.

In clothing, there were N. Derby, on Second near Buckhorn, Ferguson & Elsas, just opposite; S. Silverman, on Second above Lawrence, and H. Wise & Co., on Front street between Lawrence and Railroad.

G. Newberger, too, was on Second street just around the corner from Railroad.

H. & L. Cole were the bakers and confectioners, in a building replaced by the Sheridan House near Lawrence on Front. Duke & Shepard were the hardware merchants on Second near Lawrence.

The physicians advertised then, and so their names are immortal. They were A. C. Swarts-welder, J. P. Bing, George A. Ackley, W. F. Wilson, Moxley & Egerton and B. F. Cory.

There were lawyers in those days, and those who advertised were W. W. Johnson, E. W. Jordan, Cushing & Calvin and F. Gordon.

Moxley, Barber & Egerton and F. S. Wright & Co., were the druggists. S. W. Harper sold boots and shoes. Mrs. C. White advertised millinery and mantua making.

D. Wait was the wagon' maker; E. C. Sloan, the dentist; Harris & Kilian the marble cutters; Kirker & Stomps did the iron fencing; Wilson & Richardson were the saddlers, Scott, Brother & Co., made axes; J. P. Shaw did the insuring.

Winters, Stover & Co., had a planing mill on Second and Park, then known as Olive street; S. R. Bush & Co., were in the flour business on Fourth and Buckhorn streets.

Gillen & Brother and Richey & Merrill, were the furniture dealers. E. Bixby had just established in the jewelry business, and the store name is here yet in 1949. The big flour mill was on Front street run by H. C. & R. E. Rodgers and J. Tyson. This mill later passed into the hands of the Goldcamps, and we still have the Goldcamp Milling Co., as the Centennial is celebrated.

Lewis Shepard kept the livery stable. J. Allen Richey and H. C. Rodgers were advertising lots for sale in the Hepler section of the town. The preachers in town were J. M. Kelley, J. F. Given, Thos. Pagh, T. Biddison and Joseph Chester.

C. Briggs announced a room in Bank block for rent. The Iron Bank of Ironton was on Second near Buckhorn, and J. S. Hurd advertised the Ironton & Catlettsburg daily packet line, the Boone.

This was Ironton in 1854, as told by the newspaper advertising.

STAR MILL IN 1855

Town booming a new Star Nail mill starts operation. . . . Drew and Williams, establish a boot shop to manufacture shoes. . . . M. C. Hopkins does the same. . . . Jerre Davidson took over John Combs book store—Mr. D. was postmaster when the new Federal building was erected in 1912. . . . T. S. Kirker starts lightning rod factory on Fourth above Olive street.

E. P. Gillen becomes town's fifth Mayor. . . . May 20th Wm. D. Kelly opens his Exchange bank. . . . June 17th the Masons dedicate their redecorated hall in Union block, with a big parade and the Grand Master of State present. . . . Joshua Hambleton enlarged the Center House—building had been erected in 1849—stands today opposite court house.

G. W. Grau and J. M. Strobel take over Ironton House and practically rebuild building—finest hotel along the river. . . . First session of the Lawrence County Teachers Institute held. . . . L. A. and August Fillgrove establish in the roofing business. . . . Son carries on business now after 94 years. . . . J. J. Vinton brass foundry, Fourth and Hecla cast bell for the new Central school.

IRONTON BUSY DURING 1856

City Council report April 7th said S. P. Colvin was paid 50 cents to remove dead hog from the streets. . . . Center block, the first big building erected above Railroad street. . . . Barber and Egerton move their drug store and E. Bixby, jeweler occupy first floor, and Odd Fellows the third floor. . . . Many people said these stores were moving too far out of the business district. . . . Big improvement was announced—council paved the floor in the city market house.

The Star Nail Mill shipped 18,000 kegs of cut iron nails via boats in ten weeks—this news was carried in the Cincinnati papers under headline "Ironton a Prosperous Town". . . . LaGrange Chapter No. 68 Royal Arch Masons chartered. . . . Dr. N. K. Moxley, Sr. High Priest. . . . Lawrence County Infirmary built. . . . The new poor house had 24 rooms—a one story building. . . . F. Hardway established soap and candle factory on Lawrence street. . . . Thos. Glass opened a shop on same street to make writing ink.

Ironton plow factory—Rodgers, Almin & Co. introduced a new plow named "Rich Ironton" and many orders were filled over the country. . . . T. S. Kirker built a factory to manufacture cistern pumps.

FIRST DISASTER IN 1857

The Sash and Blind Manufacturing and Planing Mill, Fourth and Buckhorn streets burned at 8 p. m. . . . The Masonic Lodge meeting was halted so lodge men could join the bucket brigade. . . . The town's first big fire loss—\$3,000. . . . City Council accepted the public square, now occupied by the court house, as a gift from the Ohio Iron & Coal Co. . . . Ralph Leete became the town's sixth mayor.

J. T. Davis built the City Hall building, Second and Lawrence. . . . The third floor was auditorium with stage seating 600, where many shows and public entertainments were held. . . . W. H. Enochs, young lawyer located in town. . . . He became Brig. General during Civil War and later elected to Congress. . . . Christian Feuchter came to town. . . . He was hotel man, brass band leader and became editor of German newspaper.

Gov. Chase was the first state executive to visit Ironton on September 5th. . . . Wm. Gonder established bake shop on Lawrence street, later was a leader on Third and Center. . . . Jacob Blessing, established the town's first brewery, named the "East Ironton".

FIRST FIRE DEPARTMENT 1858

The first two volunteer fire departments were organized—one called "Good Intent" with 20 members—the other "Good Will" with 21 members. . . . All they had was buckets and good intentions, but each company was organized with a president, captain and other officers, and met weekly to keep in condition. . . . The Rogers block, Second and Railroad erected—a three story brick, which later became home of Second National Bank and the first telephone exchange.

The city council purchased a yoke of oxen at \$130 to work, help building streets. . . . A lump of coal weighing 4,200 pounds, mined less than 3 miles from Ironton was displayed at the county fair at the Kelly park. . . . W. W. Johnson first Irontonian elected district Common Pleas Court Judge. . . . Y. M. C. A. organized with 20 members.



THE FIRST BRICK SCHOOL HOUSE
Sixth and Vernon Streets

STEAMBOAT BUILT IN 1859

The first steamboat built in Ironton was named "The Ironton" and launched at Washington street. . . . A great crowd turned out to see the 82 foot long boat, 23 feet wide as she was placed in the river. . . . Thos. A. Brattin became the town's seventh mayor. . . . A. H. Jaynes advertised "latest styles in hoop skirts". . . . The town held its first public observance of the Fourth of July—all church bells rang at 4 a. m. . . . Parade started at 8 a. m., followed by picnic at fair grounds.

Halsey C. Burr, a young man took a job at the Iron Bank. . . . Miss Hattie Kingsbury, daughter of the school superintendent taught her first year as teacher. . . . They became sweethearts and were married. . . . When the bank president died, his widow left their home, Sixth and Jefferson streets as a home for the Briggs Library. . . . Union Hall a new addition to Union block was opened at Second and Lawrence. . . . It was provided with stage and public auditorium where many shows and entertainments were held.

WAR'S APPROACH NOTED IN 1860

The first local mention of the approaching Civil War appeared in a newspaper advertisement on February 9th. . . . J. W. Dauphin, studio artist, Second and Railroad advertised "Get your pictures made before the Dissolution of the Union". . . . A pole 100 feet high in front of the Center House, opposite the court house was raised May 31st to open the campaign for Lincoln's election. . . . A public program with "ear-piercing fife and soul-stirring

drum music" was held. . . . Stephen P. Drake started the town's third newspaper, the Lawrence County Clipper—the editor entered the army in September 1862 ending the paper.

A new style in construction iron bridge on the Iron Railroad was built over Storms creek at the city corporation limit—the first such type bridge in America. . . . This bridge today is in the Ford Museum at Dearborn, Michigan. . . . October 1st Clark, Ricker & Co., cast a cannon named for "Dr. Trimble" the Congressman to be used in the political campaign. . . . The cannon made a lot of political history in the city.

Minter's brass band of Cincinnati was brought to town for the Lincoln rally on November 1st. . . . Steamboats brought great crowds to town from Proctorville and Portsmouth and intermediate points. . . . The 91st Reg. Ohio National Guards with Capt. S. Crosley, Lts. W. W. Kirker and G. P. Rodgers organized in the town.

THE BUGLE SOUNDS IN 1861

The Iron Bank moved January 1st to the new building, Second and Railroad, and the name was changed to the First National. . . . The same day a Union flag pole was raised on the river bank in front of the Ironton House with a 33 gun salute and program. . . . The council purchased lots on Third and Olive streets for a city building.

Four Irontonians attended the Inauguration of President Lincoln. . . . The post office was moved to the new Union Hall. . . . When President Lincoln

called for volunteers on April 14th three companies of 80 men each were quickly organized. . . . At 2 p. m. on April 22nd these companies marched aboard the Ohio river packet "Hanging Rock". . . . At Portsmouth they transferred to rail for Columbus. . . . At the wharf, a group of ladies presented the volunteers with a National flag.

The next few days, the Home Guards organized in three units—the Germans, the Irish and the Light Horse Cavalry, 70 men in each group. . . . The funeral of Richard Lambert, the first Irontonian to give his life was a big affair on August 8th.

September 4th, the newspapers listed 1210 Lawrence county men having volunteered in the Union Army. . . . November 7th, the town was alerted at 11 p. m. that the Rebels were coming. . . . Men stood guard all night, and homes and business places were boarded up for protection, and for three days business was suspended.

THE GREAT RELIEF WORK OF 1862

The wives, widows, parents and children of the men serving their country united in the work for relief this year. . . . "Dr. Trimble" the cannon was fired upon receipt of Union victories. . . . Dr. Jonathan Morris returned home after four months in Rebel prison at Richmond Va., and gave lectures on his and other experiences. . . . The doctor had been captured when Guyandotte, W. Va., was burned and Irontonians went to the assistance of the neighboring town. . . . The relief committees carried food and medical supplies for the Union men in the hospital at Ashland.

MORGAN'S RAIDERS IN 1863

On July 12, 1863, the town was alarmed over the spreading news that Morgan's Rebel Raiders were coming this way. . . . The steamer Victor landed at the wharf, gave the alarm and business houses were closed and everybody went to their homes to hide their valuables and protect the women and children, should the raiders come. . . . For more than ten days the city lived in suspense and guards

stood at sentry posts night and day to give the alarm.

Norton Bros. of Wheeling, W. Va., bought the Star Nail Mill, and named it Belfont. . . . The Second National Bank was organized October 30th. . . . This bank consolidated with the First in 1920. . . . During the 57 years this bank had but 4 presidents —T. W. Means, John Means, C. C. Clark and Oscar Richey, and only two cashiers—Richard Mather and Frank C. Tomlinson.

E. H. Jones established a livery and hack line to Sciotoville to meet Portsmouth trains. . . . Frank Neekamp established a boot and shoe business, which his son carries on the name today. . . . F. H. Boynton started the first steam ferry boat to Russell. . . . S. P. Calvin opened the first U. S. Pension office to file claims against government for disability suffered in the army.

DOTS AND DASHES START IN 1864

The first telegraph office was opened. . . . Business men bought \$3,000 in "telegraph script" to guarantee the office would pay the company to extend wires to the town. . . . Wm. L. Spear became the 5th postmaster to serve the town. . . . Col. Wm. H. Powell returned home after six months a prisoner in Libby prison. . . . First express office opened—the Haraden Express Agency, service via boats.

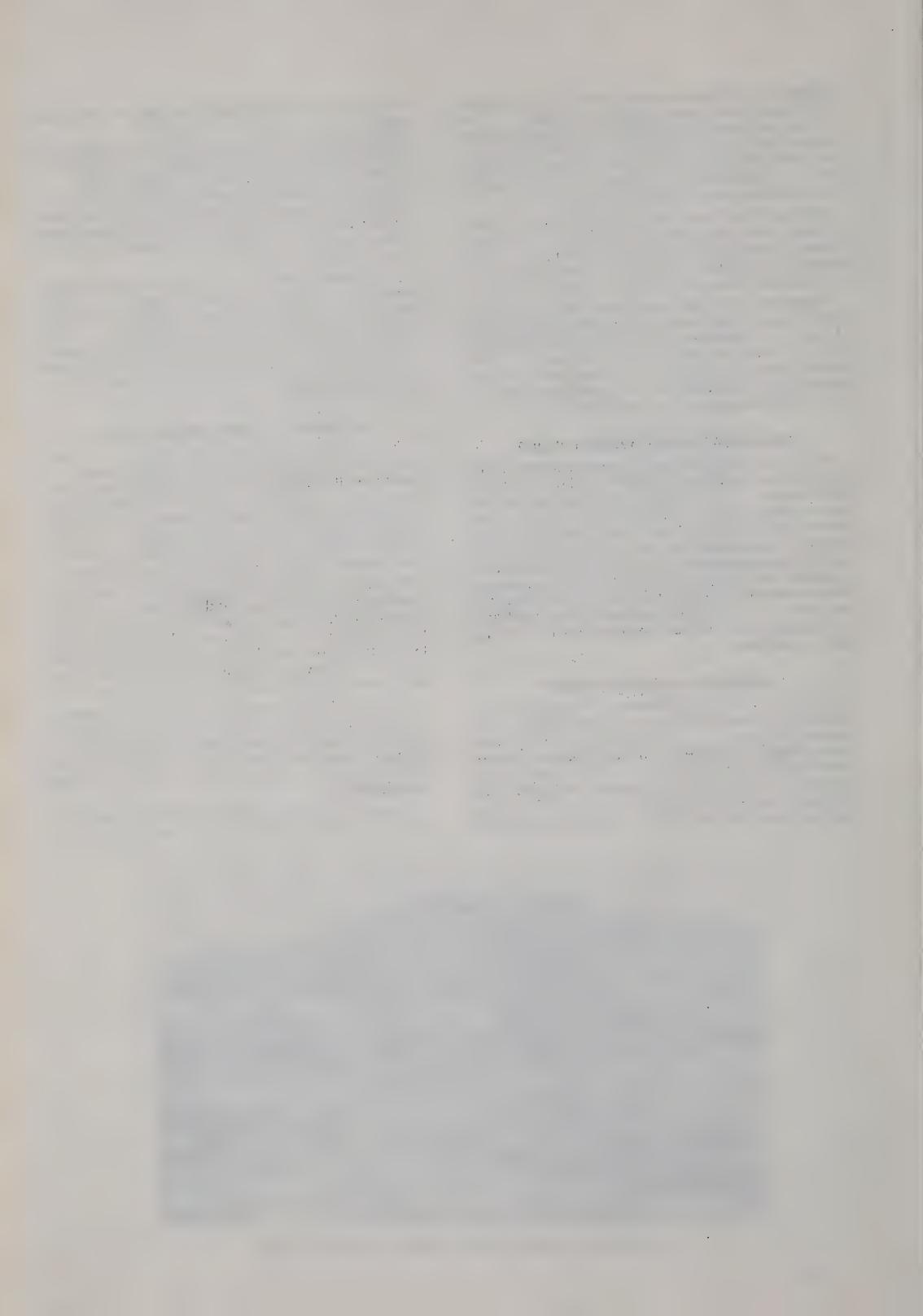
Thrilling newspaper stories about cool drinks in summer time—Leo Ebert had built an ice storage house—the first one in town to store ice in winter for summer use. . . . Southern Hoe Works established at Fourth and Hecla streets by Tyler Bros. . . . H. D. Newcomb established hardware store, which was sold to Goldcamp Bros & Co. in 1893.

Capt. W. H. Kerr purchased Geo. Clark's grocery. . . . Mr. Kerr later engaged in hardware business, which building is now the Central Hardware Co. . . . He built Syndicate block and founded the Citizens National bank in 1890, and was head of the first street railway.

Dupuy & Goodwin erected a tannery, using part of the old plow factory building at Seventh and



A SCENE AT HECLA FURNACE DURING CIVIL WAR DAYS



Railroad. . . . A new \$5,000 jail was built (not the present one). . . . Capt. Wm. St. Clair took over the Palace Hotel, where many a social event was held, and where many a distinguished visitor was entertained.

IRONTON BECOMES CITY IN 1865

March 15th Ironton was chartered a city, second class under Ohio laws. . . . Pecas R. Polley was elected mayor, Lewis Morgan, constable under the new plan. . . . During January, W. D. Kelly shipped 300 tons of pig iron by boat, valued at \$22,400. . . . The wharf was covered with iron awaiting arrival of boats for three weeks until it was all moved. . . . A relief social by the Ladies Aids sold 94 cakes at a dollar each. . . . Total receipts for war relief from this affair were \$435.00.

March 25th the entire town turned out to see seven Mississippi transfer boats pass up stream with the remnants of Sherman's Army, left behind as he started his March Through Georgia. . . . E. S. Wright, druggist advertised a new compound to make whiskers grow for young men.

WAR ENDS AMID LOCAL DISASTER

Lee surrendered at Appomattox, April 9, 1865. . . . President Lincoln was shot April 14th. . . . The night of the 9th about midnight, a city block on Second between Railroad and Lawrence was in flames, destroying both weekly newspaper offices, 11 retail stores, lodge rooms and city auditorium. . . . News of the end of the war and assassination were announced by the firing of cannon and ringing of church bells. . . . Bonfires were built on the river bank and the crowds of sad and happy people were addressed by Col. Powell, E. V. Dean and J. S. George.

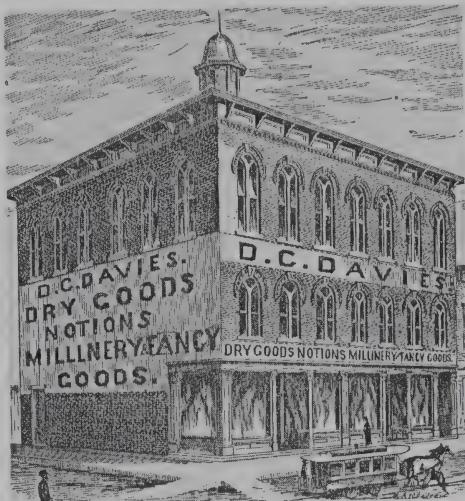
Five hundred and seven Irontonians were listed as having served in the Union Army. . . . Lawrence County, with a population of 23,000 had furnished 2,747 men. . . . From the beginning Lawrence county furnaces had played a very important part in armament. . . . Hecla furnace furnished the iron for "Swamp Angel" the celebrated gun which threw the first 100-pound shell, 5½ miles, considered the greatest artillery feat of the war. . . . This gun was used in the siege of Charleston, S. C. . . . Hecla also furnished the iron for the gunboats that stormed Forts Henry and Donelson, and all the iron used in the ordnance at Pittsburgh.

Every ton of iron produced in Lawrence county by the 12 pig iron furnaces either came to the wharf at Ironton or Hanging Rock, by railroad or ox cart. . . . Union furnace had been built in 1826; Pine Grove 1828; Etna 1832; Buckhorn, Hecla, Mt. Vernon and Vesuvius in 1833; Lawrence 1834; LaGrange 1836; Olive 1846; Washington 1853; Oak Ridge 1856. . . . Ironton was a bee-hive of activity from '61 to '65. . . . During that period, the town joined in observance of the President's proclamation for fast days and religious services.

NEW INDUSTRY FOLLOWS WAR

The Ebert Brewery got its start early during the war when Leo Ebert located in the city direct from Germany. . . . Shortly after the war he erected the Eagle Brewery on Seventh and Railroad. . . . During 1864, R. S. Dupuy established a small tannery, which grew to become a very big industry within

a few years. . . . The first big blast furnace built in the city limits was Belfont on the river at Jefferson street in 1867. . . . In 1869, a small furnace called Grant was erected on Monroe street at the river. . . . The "grand-daddy" of them all, Big Etna was erected on the river at Vine street in 1875, and for more than 30 years remained the largest furnace in the United States, pictured in many school books during the decade of the '90's. . . . This big furnace brought "Iron Masters" and furnace owners from all over the nation and some from abroad to inspect it.



THE CITY HALL BUILDING
Second and Lawrence Streets

The Union Iron & Steel furnace on Front at Hecla street was erected the same year. . . . Sarah furnace on the river, just above Big Etna, was erected in 1877. . . . The last pig iron furnace—the Ironon Iron Co., was erected on the river opposite Lorain street in 1909.

CITY PROSPERS AFTER THE WAR

The first money order was sold at the Ironton post office on July 3, 1865—this year the office sold its one millionth money order. . . . Hilb & Co. and J. S. Perry were the first merchants in town to place oil lamps in the display windows at night. . . . Capt. Alex Ricker held the first racing meet. . . . It was at Fleetwood just over the hill at Lawrence street on Storms creek.

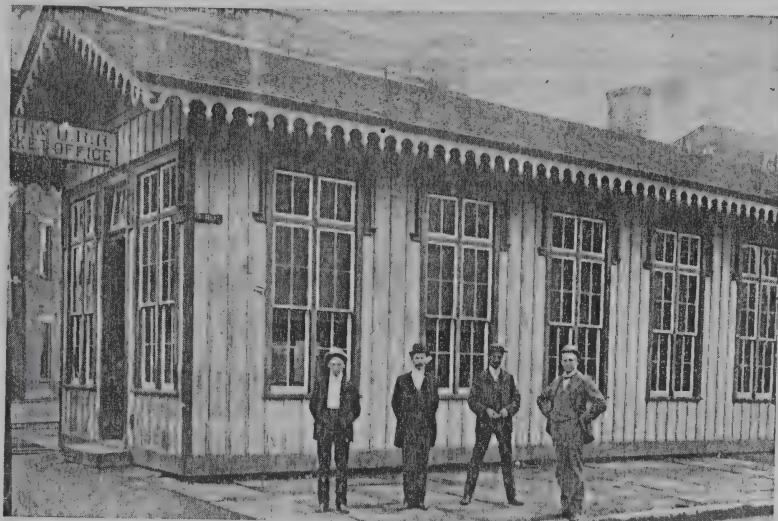
One thousand dollars was subscribed by citizens for town clocks, which later were placed in the Presbyterian church steeple. . . . Later the Congregational church installed a clock in 1873. . . . C. Feuchter took up a public subscription of \$137 to buy the town a hand pump fire engine. . . . City Council provided some more money, and on its first test, it threw a stream of water over the three story Ironton House.

E. S. Wilson, a war veteran, took over the oldest newspaper, the Register, established in 1850 on August 1st. . . . Mr. Wilson became U. S. Marshal to Porto Rico in 1900 and in 1905 became editor of

the Ohio State Journal, Columbus. . . . McQuigg & Co., erected the first street lamp post, a coal-oil light in front of their business place on Second and Lawrence in September. . . . Alderman Bros. who were merchants in the upper part of the county, but had to flee their homes under threat of Rebels from West Virginia, came to Ironton during the war. . . . They established a dry goods store in Center block. . . . The store later on Third and Center was prosperous far into the 20th century. . . . Mr. Charles Alderman was a civic and church leader.

charged to attend the program and "see the wonder light." . . . The town was very much enthused at the first picture show—"The Panorama of New York," views shown on a screen at Union Hall, with the oil lamp.

The first game of baseball played in Ironton was in September, when the Riversides made 19 runs in the third inning to defeat Portsmouth 31 to 18. . . . J. M. Merrill was elected Mayor. . . . On May 1st, the first all-passenger train was operated on the Iron Railroad. . . . Previously the passenger coaches



THE IRON RAILROAD BUILDING
as it appeared in the "Gay 90's"

TUNNEL STARTED IN 1866

Dr. B. F. Cory, who lived upon the hill at the end of Center street, was a man of fair wealth, who loved to be doing things different. . . . He started a newspaper, was first to freeze water in a pond to store ice for summer use and operate a skating rink in winter on the ice and have brass band music. . . . He also built the stone walk to the wharf boat. . . . This year he started to dig a tunnel through solid rock hoping to establish a highway, which is now State Route 75. . . . After the tunnel was completed a big problem of fills was necessary before the County Commissioners would take it over for a highway to shorten the distance from the river to Hecla. . . . During the Civil War, all iron was transported over what is today known as Campbell Drive or the "ox road", built since the 1937 flood.

The city had its first real shock when the Ironton Rolling Mill boilers blew up in December. . . . Scott Campbell & Co., owned the mill and the death list numbered 3, as the explosion occurred at 5 a. m., before many men had reported to work at the mill.

FIRST GAS LIGHTS IN 1867

The Ironton Gas Co., organized and the first gas lights after the plant was erected at Fourth and Hecla streets were demonstrated at the First Baptist church, Fifth and Vernon, where \$1 admission was

were on the end of a freight train. . . . Perry Scott, a mechanic built an engine for the railroad, the first locomotive ever built in Ironton—it was named "Little Etna". . . . Gillen & Co., established the first steam brick yards, located at Seventh and Railroad.

The first issue of the Journal, the fifth weekly newspaper to be established in the town, appeared September 4th. . . . John Combs was editor. . . . The Ohio Methodist Conference was held at Spencer Chapel, and the largest crowd of visitors ever to be housed in town attended. . . . Lawrence street school was erected and ready for the fall term.

TOWN PUMPS GO DRY

The Fall of 1867 was an exceptional dry season, and the town pumps, 13 in all, on various street corners went dry. . . . Council spent \$700 in making repairs to the pumps after enraged citizens broke them trying to get water from a dry well. . . . Irontonians at a great Railroad meeting at the court house, subscribed \$100,525.00 for stock, expecting that a railroad track would be built to connect Ironton with the Marietta-Cincinnati line in Jackson county. . . . It never happened.

Much publicity was given the bell on the judges stand when races were held at the County Fair at Fleetwood park. . . . It was the bell from the engine

room on the noted Merrimac, which engaged the Monitor on Chesapeake Bay, March 9, 1862 . . . Capt. A. H. Ricker had been engaged in raising the vessel for the government, and brought the historic bell home with him. . . . The Grand Army of the Republic chartered with E. L. Gillen, first Commander.

FIRST DECORATION DAY, 1868

Ironton observed Decoration Day, 1868 with parade and public program. . . . Each year since, the observance of the day has been bigger and better. . . . The first building and loan associations—three of them, were organized this year. . . . The Lawrence County Medical Society organized with Doctors N. K. Moxley, Sr., W. F. Wilson, E. Arnold, Jonathan Morris, A. E. Isamigner, O. Ellison and John S. Henry as charter members.

The "Alleghaniams" the first professional traveling show troupe showed at Union hall. . . . The popular songs were "Listen to the Mocking Bird" and "Old Dan Tucker." . . . Enterprise block, Third and Center, the scene of Ironton's Centennial year fire, was built. . . . This block housed the post office, John Campbell's office at the time of the first telephone communications, and many prominent lawyers.

The German Reform church was erected on Fourth and Vernon. . . . Christopher Matthews was elected mayor. . . . New business establishments to advertise included Christian Ketterer, tailor, Geo. O. Berg, tin shop, D. T. Miles, coffee roaster, A. Miller, florist, and J. S. Duke, tin shop.

The greatest political parade occurred during the Grant campaign. . . . It was over a mile long with all industry taking part. . . . A great attraction was a 40 yoke ox team with a wagon for the Hecla Glee Club. . . . The Gas works erected an arch across Second at Lawrence with 300 lights. . . . This was an idea of Emerson McMillan, who later became prominent on Wall Street in New York. . . . The arch was the first such lighting in southern Ohio and got mention in the Cincinnati papers. . . . 3000 people were fed on a table 2000 feet long at Kelly Fair grounds.

SHERIFF HANGS MAN IN 1869

The first and only case of capital punishment in Ironton occurred the night of April 2, 1869, when by order of the judge and jury, Sheriff W. T. Elswick hung Andrew Price in the jail. . . . He had been found guilty of murder. . . . The story as reported in the Ironton newspapers was the most weird story ever written about an Ironton event, headed "Death on the Gallows". . . . Among the witnesses at the execution were Revs. J. H. Young and J. W. Dillon, county officials and the press. . . . The Cincinnati Gazette and the Commercial both sent representatives to cover the hanging.

Wesley Church was dedicated March 27th. . . . J. P. Merrill and B. F. Cory laid a stone walk to the wharf, with an official river gauge cut in the stone, which was the finest such gauge along the river. . . . James Small established a dry goods store. . . . An amusing bit of criticism in the newspaper was about city council wasting tax payers money to buy one dozen palm leaf fans from D. E. Richard's store, so members could keep cool at council meetings. . . . The cost was 75 cents.

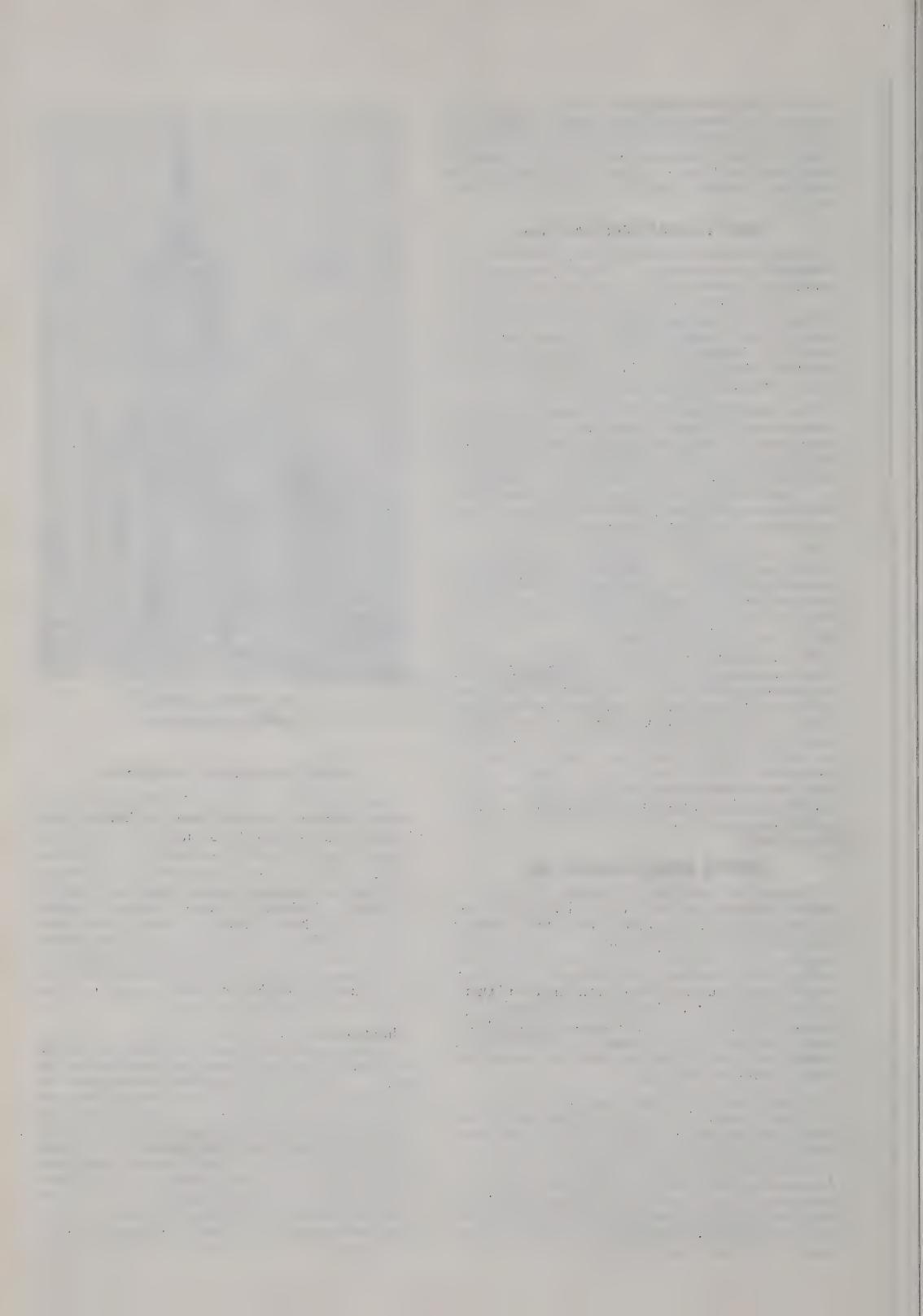


OLD WESLEY CHURCH
on Fifth and Elm Streets

POPULAR MAYOR ELECTED 1870

John M. Corns, who was elected Mayor at a special election upon the death of Mayor Henry Wilson, was reelected 13 successive times and served the city 27 years, until 1897. . . . The federal census gave the town a population of 5,688—the 18th city in the state, jumping ahead of Massillon, Lancaster, Circleville, Pomeroy, Marietta, Wooster, Fremont and Xenia, which had been larger cities. . . . H. A. Marting came to town and established a dry goods store. . . . He later was president of The Marting Iron & Steel Co., the Home Telephone Co., Foster Stove Co., and others, and the Hotel Marting was named in his honor.

Irontonians saw for the first time on the stage, "Ten Nights in a Bar Room", and the colored citizens were given opportunity to vote for the first time. . . . The second furnace to be erected in the city limits—The Ironton or Union Iron & Steel was built at Front and Hecla. . . . Ball, Wright and Winters formed a big drug firm which later became Ball-Warfield and then the present E. J. Merrill Wholesale drug firm. . . . The Christian Church was erected on Third and Washington. . . . J. W. Slater established in the drug business. . . . C. H. Ketter located a grocery on Third and Adams. . . . He later was owner of the Ketter Clothing and Furniture stores.



FIRST BOARD OF TRADE 1871

The first Board of Trade organized made public these facts—Foundry iron is quoted at \$39, but prevailing price at the local wharf is 36 to 38 dollars. . . . Nails are taken up as fast as produced at \$4.25. . . . One of the largest, if not the largest shipments of manufactured iron ever made at this point was started down the river yesterday by the Ironton Rolling Mill—275 tons. . . . There are no less than 500,000 tons of pig iron on the river bank not far from the Iron Railroad weighing house near Railroad street, and it is moving out by boat every day. More boats are needed and the Board hopes to encourage investment in boats. . . . Hecla is producing ten tons of cold blast daily. . . . The British Iron Association visiting America made an inspection in Ironton a few days after this announcement.

May 22nd Woodland Cemetery was dedicated with parade and program. . . . Citizens and brass band took a boat at Railroad street to Coal Grove to march to present back gate. . . . Josh Billings entertained the people at City Hall. . . . Union Hall just across the street at Second and Lawrence greatly improved its stage and scenery as a rival amusement place. . . . Six building and loans announced they had combined a million dollars in assets. . . . D. S. Murdock established a wholesale grocery at Second and Lawrence, which later became W. A. Murdock, then the present Martin-Blanton Co.

City Council rejected petition of citizens to make Iron Railroad "Triangle lot" a city square with monument—a fruit stand and later a cafe has occupied this land for 79 years. . . . B. F. Ellsberry established a men's neckware shop. . . . Later he engaged in the furniture business. . . . He was postmaster, managed the Masonic Opera House for years, and died on a business trip as secretary for the Board of Trade.

When news of Chicago's great fire of October 9, 1871 reached Ironton, the city raised \$3,000 in short order to send to the relief fund. . . . One thousand people gathered to see the "Fannie Dugan" a great boat built and launched near Washington street. . . . George Schachleiter who had established a cafe in 1859 set out the first "free lunch." . . . Jacob Hugger located and established watch making shop and jewelry store. . . . Son's Grill conducts same business today after 78 years, still using the name Schachleiter.

WATER WORKS BUILT IN 1872

The first city water works was completed July 1, 1872—known as the Holly system. . . . Tests proved water could be thrown 100 feet in the air from fire plug pressure half mile from the plant. . . . Prof. Donaldson made first balloon ascension from Market Square, Fourth and Railroad, attracting a great crowd. . . . Workmen at the Lawrence Mill erect 115 foot flag pole and raise \$100 flag to start campaign for U. S. Grant.

Belfont Mill received big order for nails from Brigham Young, in Utah, who was building Salt Lake City. . . . First issue of the Ironton Commercial, the fifth weekly paper to be started—two had suspended. . . . W. T. McQuigg named postmaster. . . . During October, 43,600 cigars manufactured in the town. . . . Ancient Order of Hibernians organized.

. . . J. M. Hill & Bro. established a book store—were in business 64 years. . . . Col. John Phillips located blacksmith shop. . . . Phillips Buggy Works became widely known over three states.

BIG AETNA BUILT IN 1873

The largest furnace in the world—Big Aetna, was erected on the river bank just above old Hecla river landing during 1873. . . . The plant was built with twin stacks, named "Alice" and "Blanche", each with 60 ton capacity. . . . The builders were George Willard, Cyrus Ellison, W. C. Amos, George N. Gray, Thomas McGovney, D. H. Clark and L. T. Dean. . . . These men had great faith in Ironton. . . . During the construction period and several years after, delegations of "Iron Masters" visited the town to inspect the giant furnace, one coming all the way from England.

THE PANIC HITS IN 1874

Effects of the Wall Street panic of '73 were not felt until January. . . . Relief committees headed by Mrs. F. D. Norton and Miss Sarah Batram did much work among the families of unemployed. . . . The Lawrence County Children's Home was organized when citizens raised \$1,500. . . . The Welsh held their first Eisteddfod at the church on Fourth and Etna. . . . Clay Henry established in the jewelry business. . . . Frank E. Hayward established a grocery—later built a big building on Third and Center and started large brick yard. . . . The first circus street parade. . . . Empire Hose Co., building erected on Third near Olive. . . . By the end of the year the Board of Trade was making plans for an "Ironton" exhibit at the Philadelphia Centennial to be held in '76.

COURT HOUSE BURNS IN 1875

Only fast work on part of volunteer firemen saved a part of the Court House, at one a. m., on March 22, 1875. . . . The loss was placed at \$8,000, but the building was soon repaired and minus the bellfry, was used until 1908. . . . A scene at the wharf, January 7, to 14th—22 teams, two drays and 100 men taking ice out of the river to store for summer use. . . . 220 tons a day was removed during the seven day period. . . . Town clocks installed in Presbyterian and Congregational church towers. . . . September 12, Big Etna made her first cast with public program. . . . 558,070 cigars manufactured in the town during the year.

RECORD FLAG POLE IN 1876

Described as the tallest flag pole in the world, the pride of Republican workmen, a 250 foot high pole was erected on the river bank in front of the Ironton House for the Tilden-Hayes presidential campaign. . . . A flag 20 by 38 feet was raised which could be seen at Hanging Rock, 3 miles away. . . . The Ironton Foundry, built in 1850 furnished a sensational fire. . . . The foundry was never rebuilt.

FREE READING ROOM IN 1877

The "Murphy Movement" resulted in the first free reading room established in Union hall building, in 1877. . . . One of the features of the room was a refreshment stand selling coffee, sandwiches and iced lemonade. . . . Sara Furnace was built on river bank above Vine street, the fifth pig iron furnace



THE LAWRENCE COUNTY COURT HOUSE
As it Appeared when Repaired After the Fire of 1875

in the city. . . . On Thanksgiving day, 125 persons enjoyed excursion on Iron Railroad to Center Furnace and back as amusement. . . . 250 Cincinnati Manufacturers visit Ironton on boat to see Big Etna furnace.

YELLOW FEVER ALARM IN 1878

Tow boat Porter at Gallipolis with five cases of yellow fever aboard, lost her barges, two of which were caught in Ironton, which brought citizens to river bank with shot guns in case boat attempted to land here. . . . John McQuigg displays first "Talking Machine" (phonograph) in town and admission charge to hear it play. . . . Dollar Irontonian, a weekly paper started by L. P. Ort. . . . Paper consolidated with Register in 1925. . . . Susan B. Anthony lectures in town. . . . Dick Pritchard becomes the genial wharfmaster for life.

FIRST TELEPHONES IN 1879

Fannie Mather was first telephone operator when exchange opened in 1879. . . . George Lampton displayed first jute box, music played from a paper roll. . . . Town got excited about walking contests held in the city hall building—some lasted continuous for three to four days. . . . Town pump at Third and Center was removed—no longer needed with successful new water works. . . . Busy Bee, another newspaper started by Will B. Thompson and George B. Holiday. . . . Halsey C. Burr & Co., open private banking house on north Second street. . . . Wm. Marting established in grocery business at Third and Walnut. . . . Niagara Hose Co. get first hook and ladder—it was pulled to fire by the firemen.

HIGH SCHOOL ALUMNI 1880

The first alumni of the high school was organized June 18, 1880, with reception at Sheridan House parlors. . . . Census of town taken showed 8,851 people. . . . H. D. Newcomb established large hardware store which is 1893 was purchased by Goldcamp Bros. & Co., and the name and store is at Fourth and Center today.

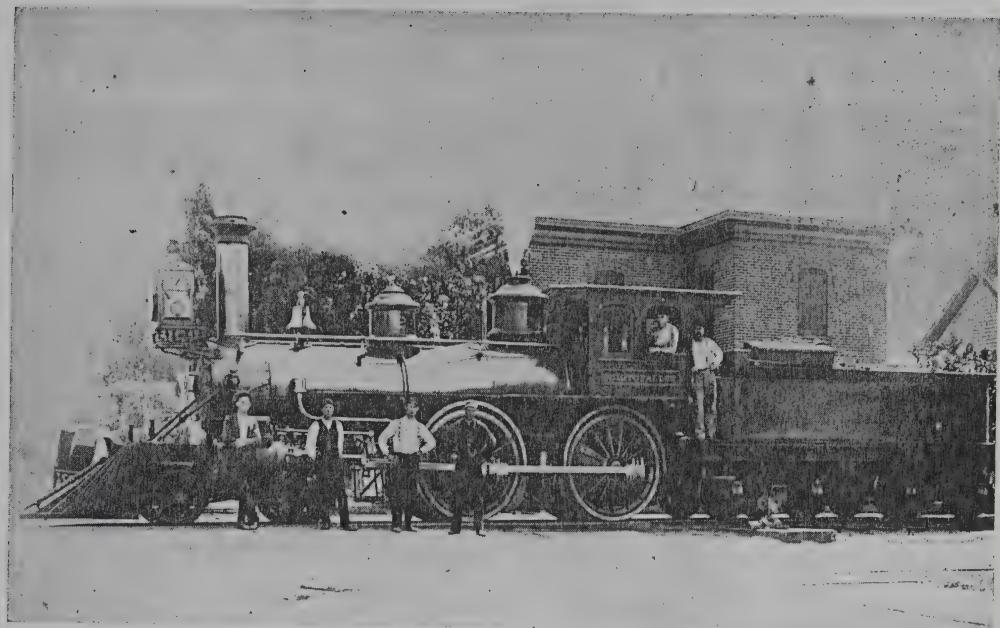
Ironton Fire Brick Co. organized by R. P. and Horace G. Thomas, E. F. Hayward, J. C. Cadot, R. H. Ellis and H. S. Neal. . . . Plant in operation now at Twelfth and Lorain streets. . . . Wm. Betts became postmaster. . . . A. H. Mittendorf and Joe Raine established clothing store on Second street which later became Mittendorf, Gabler and Co.

SCIOTO VALLEY TRAIN IN 1881

The first train on the new railroad from Columbus to Ironton, the Scioto Valley, operated on February 10, 1881. . . . The railroad had been talked of for 25 years. . . . City held a big celebration in June for the railroad officials which was attended by Gov. Foster and many out of town prominent men.

Brumberg's store established by A. J. Brumberg. . . . The clothing store now at Third and Vernon street often uses the old slogan "Established in 1881". . . . Telling church bells announced President Garfield's death September 19th. . . . Business was suspended, and store fronts draped. . . . Public services held in court yard following military parade.

Corner stone of Masonic Temple laid with much ceremony and parade on August 4th. . . . Charcoal Iron Masters Association of America; 36 furnace owners visit city for 3 days during October and are entertained in a big way.



The First Six Locomotives of the Scioto Valley all Looked about like this No. 2

ANOTHER INDUSTRIAL PERIOD STARTS

Following the pig iron furnace boom in the town between 1867 and 1877, the clay industry attracted the attention of the business leaders. . . . The fire brick industry got started in 1880, and of the several plants the Ironton Fire Brick Company, and the Carlyle Tile Co., remain as evidence that it was, and is today, a very profitable business. . . . E. F. Hayward was one of the early leaders in the ceramic industry. . . . Austin and Parker, Henry Cook, Wileman and Helbling, followed by John Peters at Coal Grove, and T. J. Gilbert, who built the Orchard Knob clay works on the D. T. & I., just out of the city limits on Lawrence street. . . . The first streets of the town were paved with Ironton fire brick in 1891.

MOB VIOLENCE IN 1882

January 20, 1882, a mob of angry men broke into the jail, took John Wagoner charged with murder of Dr. Beggs, and hung his body from a limb of a tree in the court house yard. . . . February 8th, the new Masonic Opera House formally opened with W. J. Florence in "The Mighty Dollar." . . . The program was printed on silk for a souvenir of the theatre opening. . . . The new Masonic Temple was dedicated on August 7th with Grand Master and public parade.

The Ohio National Guard encampment was held by the Sixth Regiment at the Kelly Fair Grounds for ten days during August. . . . Seven companies and the Regimental band bring 339 soldiers to town to parade. . . . The down town streets were especial-

ly decorated with welcome banners. . . . The same was true in September when the Methodist Episcopal Conference was held at Spencer Chapel. . . . This state wide affair brought 236 pastors to the city.

BRIGGS LIBRARY OPENS 1883

The Briggs Library opened October 29th, 1883 on second floor of Col. Geo. N. Gray's building, Front and Olive streets. . . . First librarian was Will Williams. . . . Three hundred books donated by citizens in addition to Dr. Briggs' endowment. . . . Women's Christian Temperance Union organized in January. Mrs. N. K. Moxley, first president. . . . Peter T. Barnum's first visit brought a circus crowd of 10,000 to town. . . . A. H. Mittendorf and John Gabler establish dry goods, clothing and shoe store.

1884 THE FLOOD YEAR

The big flood the second week in February brought damage to the extent of \$186,330.00. . . . City first represented in a baseball league—Dayton, Springfield, Hamilton, Portsmouth, Chillicothe and Ironton composed the Ohio State League. . . . James F. Peters purchased first typewriter used in Ironton. . . . Martin Schreiber establishes first big brick plant.

Fifty-five newspaper correspondents accompany candidate James G. Blaine to town for great rally. . . . Professional pick-pockets in crowd have field day with over \$1,000 loss reported from 50 prominent citizens.

IRON TURNS TO STOVES

Stoves had long been manufacturer in Ironton by the Ironton foundry, and in Hanging Rock where the Estate Stove first got its start. . . . In 1880 the Whitman Brothers erected the first plant in Ironton exclusive for the manufacture of stoves, on south Third street near Kemp avenue. . . . This plant after several successful years was completely wiped out by fire. . . . In 1885, J. D. Foster, who was an experienced iron man, who had been at Hecla Furnace, established the Foster Stove Co., an industry which until the Second World War, carried the name of Ironton on stoves over the greater part of the United States. . . . The Foster plant became one of the larger industries of the city. . . . Later the Ironton Stove Co., the Davis brothers entered the gas heating and range business, which became the Continental Company, and the fame of Ironton stoves continued many years, along with the Lawson heater, which was manufactured by this company.

1885 ON ROLLER SKATES

Starting with the first roller skating rink on the third floor of Davies City Hall building in January, by April the Palace Rink was built on Third and Chestnut, followed by the Olive Rink on Park Ave., between Third and Fourth. . . . Everybody learned how to skate and entertainments were countless.

The Foster Stove Co., got into operation producing the finest heating stoves and kitchen ranges in America. . . . The city boasted of three policemen—Richard Blackwell, Harrison Hart and Ode Mulligan. Former policemen had been Peter McMahon and Lew Morgan.

News of President Harrison's death July 23 put the town in mourning, with a public service in the court yard on August 8th. . . . B. F. Ellsberry became postmaster October 5th. . . . Hugh Russell harness dealer purchased C. L. Pixley livery and later established big hardware store.

MESMERISM IN 1886

The town went hay-wire with mesmerism early in the winter. . . . Prof. Reynolds at the Opera House had the leading citizens doing all kinds of funny things upon the stage for a week with a return engagement later. . . . January 13th, the Woman's Relief Corps organized with Mrs. F. D. Norton the first president. . . . The post office installed the first lock boxes with keys.

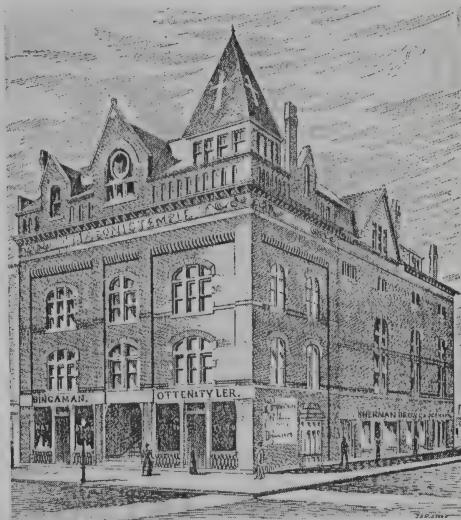
The graduating class at the high school was so large, that the commencement exercises were held on two nights to enable all the students to recite their essays. . . . John S. Goldcamp and associates purchased the old Ironton Flour Mill on Front and Buckhorn streets, established in 1852, and thereby the Goldcamp Milling Co., today is the oldest going industrial concern in the city.

LAWRENCE MILL EXPLOSION 1887

The morning of October 23, 1887, the boilers at the Lawrence Mill blew up, killing four and injuring 17 seriously. . . . A citizens committee was organized the same night at the court house to raise funds for the families of the stricken and injured and several thousand dollars was raised in one day.

The Grand Army of the Republic started a campaign to raise money for a Memorial building, with a two week festival at the Olive Rink. . . . \$5,168.69 was raised in this manner, plus \$500 gifts from Emerson McMillan, Gen. Enochs and Col. Geo. N. Gray.

R. N. Fearon's new saw mill got into operation on the river bank above Pine street. . . . The first steam laundry was established in the town, only to be destroyed by fire early the next year.



THE MASONIC TEMPLE AND OPERA HOUSE
Before the Fire of 1914

HORSE STREET CARS IN 1888

The Ironton-Petersburg street car line went into operation on July 4th, 1888. . . . The capital stock was \$100,000. . . . Officers of the company were C. H. Harmon, Pres.; Gen. W. H. Enochs, Vice Pres.; W. M. Kerr, Sec'y-Treas.; with B. Flanagan, manager. . . . The opening parade of cars with city officials brass band and invited guests went to Petersburg, crossed on the ferry boat to Ashland, where a program and parade with officials of that city were held. . . . The receipts the first day were \$321. . . . Cars operated every 15 minutes on schedule. . . . The company started with 45 horses, 10 cars and 25 employees. . . . A hack operated from the car barns at Second and Orchard streets, to Hanging Rock.

February 11th, the new Masonic building, opera house and Merchants block on Center, Second and Third streets burned. . . . The heavy losses were suffered by Mittendorf & Gabler, dry goods and shoes, Dawson & Powers book store, M. Weil, clothing, C. B. McQuigg, hat store, Otten & Tyler drugs, the post office, Dr. Will C. Miller, Dr. J. M. White, David Nixon, furniture and the Masonic fraternity. . . . The Masonic Temple and opera house were promptly rebuilt.

A new Board of Trade was organized in February—the second one since the town started. . . . Gen.

W. H. Enochs was president. . . . The first objective was a bridge across Storms creek for West Ironton, which after completion became known as "Misfit" bridge. . . . This bridge was replaced in 1940 with an underpass at the N. & W. tracks.

The Chicago Lumber Co., later known as the Yellow Poplar, located a big mill at Coal Grove. . . . From 1890 to 1900 this was the largest lumber plant in the United States. . . . Kingsbury school was erected at a cost of \$65,000.

The first Chesapeake & Ohio train between Ashland and Cincinnati stopped at Russell depot on May 2nd, with a large delegation of Irontonians there to celebrate the new railroad. . . . The Cincinnati, Hamilton & Dayton operated the first train into Ironton over the Iron Railway lines without much ceremony. . . . Ironton Commandery, No. 45, Knights Templar were chartered August 29th. . . . F. L. McCauley, established in the furniture business—the name today being among the five oldest in the city.

RIVER LOGS FOR LUMBER

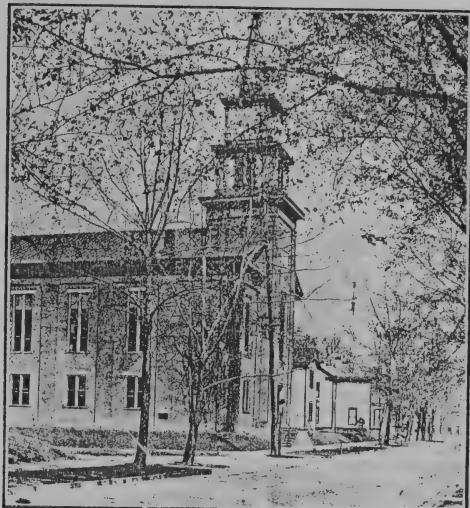
The first saw mill started with the town in 1849, and mention has been made of other saw mills, which furnished the town some thrilling fires as well as employment. . . . In 1888, the Chicago Lumber Co., built a large plant on Ice Creek, which resulted in the village of Coal Grove, one of Ironton's fine neighbors. . . . During 1892, this plant and immense lumber yards burned, also destroying 30 homes in the village. . . . It was promptly rebuilt as the Yellow Poplar Lumber Co., and from 1895 to 1905 this was the largest lumber company in the world, with offices in Chicago, New York and London, England.

Seeing the great advantage of bringing logs down the Ohio river from up in West Virginia, other lumber companies established and built large saw mills in the city. . . . Among them were the Fearon, Nigh, Ward and other lumber mills. . . . Early during the gay 90's, the Ironton Door Factory, the Ironton Wood Mantle Co., and later the Mittendorf box factory, provided the city with diversified wood manufacturing industries.

ELECTRIC LIGHTS IN 1889

The first electric street lights were turned on December 21, 1889. . . . The Fort Wayne Electric Co., took over the old Fulsom Flour Mill building on Third and Vernon, and installed a lighting plant. . . . The city contracted for 160 street lights and the company was equipped to furnish 230 lamps, some of which were for private or business houses.

A story in the Weekly Register, a newspaper long known for its veracity, on January 3rd, told of the great success of Julia Marlowe on the New York stage. . . . The item said in part, "Julia Marlowe used to live in Ironton, but that wasn't her name then. She was a little girl, when her mother, who was known as "Madam Brough" moved from here some 10 years ago. "Madam Brough" kept a saloon on Second near Buckhorn and her place was by no means a tony resort. The little Brough girl is remembered as a pretty and vivacious little thing, of good manners and more than ordinary intelligence. Mrs. Brough was highly connected in Eng-



FIRST BAPTIST CHURCH—Built in 1854
Oldest in the City

land, but misfortune and a drunken husband dragged her down."

When the news of the great Johnstown flood May 30th reached Ironton, Mayor Corns called a meeting at the court house and citizens subscribed \$560 on the spot, and a committee raised \$900 the next day for the relief fund. . . . The new Kingsbury school was occupied on February 23. . . . The new Yellow Poplar Lumber Co., shipped its first big order of 10 cars. . . . The mill was then sawing 60,000 feet of lumber daily. . . . Austin & Parker established a big brick works.

FIRST MAIL DELIVERY 1890

The first mail delivery was made November 1, the first four city letter carriers appointed were Wm. Mulvey, John Feeley, Thos. B. Winters and John Tyler. . . . 24 letter boxes were placed on street corners. . . . The Norfolk & Western took over the Scioto Valley Railway, and started work building a bridge across the Ohio river at Kenova, and extending their line from Ironton to the new bridge. . . . The bridge in Woodland Cemetery was erected and the new entrance established at Ninth and Lorain streets.

The Citizens National Bank was organized May 22, 1890 by Wm. Kerr, Geo. N. Gray, J. D. Foster, R. H. Ellis, John Butterfield and Ernest Horschel. . . . Charles Lintner was the first cashier, Charles S. Gray teller and Fred J. Horschel messenger. . . . The capital was \$100,000 and the banking room was in the new Syndicate building on Second and Park avenue.

The Crystal Ice Co., produced the first ice for retail sale. . . . The officers of the company were J. K. Austin, S. B. Steece, C. G. Gray, J. A. Turley

and Jas. Hudson. . . . E. Klein was the first manager. . . . Gen. W. H. Enochs was elected to Congress. . . . Mrs. A. S. Drury, milliner, erected the most attractive business building—now the State Employment office. . . . The banks announced their capital—First \$300,000, Second \$250,000, Citizens, \$100,000 and the Exchange Bank and Halsey C. Burr & Co., lesser. . . . Total deposits were \$678,504.00

The federal census gave the town a population of 10,762. . . . C. C. Clark established the Ironton Cross Tie Factory, and sold the N. & W. railroad 210,000 ties the first order. . . . The year as reviewed by the newspapers at its end, was announced one of the busiest in history, giving these facts—the street cars carried 316,864 passengers. . . . The two nail mills turned out 450,307 kegs. . . . The lumber mills sawed 41,712,000 feet of lumber. . . . The brick plants manufactured 7,733,500 brick. . . . The cross tie plant loaded 1,365 cars. . . . Foster Stove Co., turned out 11,740 stoves and the Goldcamp Milling Co. 14,000 barrels of flour. . . . The pig iron furnaces were demanding 200 railway cars a day to handle the coke and iron ore needed and the pig iron which was shipped.

FIRST STREET PAVED 1891

The first street paved was Center from Fifth to Second. . . . T. J. Mulligan got the contract at \$9,151.80, and fire brick was used. . . . The original paving was covered by asphalt in 1920. . . . Two events occurred on July 4th—the corner stone of the New St. Lawrence church was laid following a big parade in which Portsmouth and Ashland with their brass bands took a prominent part. . . . Dr. James H. Cotter, pastor of the church at the time, celebrated his golden jubilee as pastor of that church in 1941. . . . Monsignor Cotter was pastor for 56 years. . . . The street car line was extended to Hanging Rock and the first car operated on July 4th, with due ceremony.

The Weihle Soap works was erected on the river bank which is now the location of the Semet Solvay Co. . . . The plant manufactured eight different brands of soap, and prospered many years. . . . John K. Richards started his climb to fame being elected Attorney General of the state. . . . The founder of the town, John Campbell died. . . . The business of the city suspended for his funeral on September 1, as 1,000 people attended, there being 60 carriages in the cortege.

The big "theatre night" was when Maggie Mitchell, in "Fanchon the Cricket" appeared at the Masonic Opera House. . . . She was the talk of the town for many weeks, and all hotels were crowded by guests from other cities who came to attend.

MEMORIAL HALL DEDICATED 1892

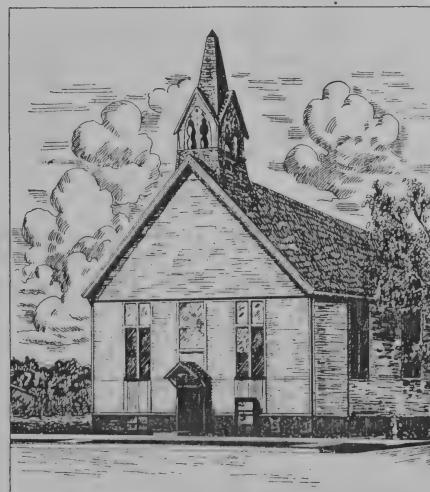
The Memorial Hall, Fourth and Railroad streets, erected jointly by the city and Grand Army of the Republic, was dedicated with a three day program, October 12-14th. . . . The building had a beautiful auditorium and stage on the second floor,

and was occupied by the Briggs Library, and G. A. R. post rooms and city engineer's office on the first floor, and the basement was the armory for the National Guard. . . . Until its destruction by fire in 1905 the Hall saw many a political convention, speech and entertainment.

A merchants Association organized and raised money to establish a shoe factory on Jefferson Street at Depot Square—the building had formerly been the Negro school. . . . Second street from Storms Creek to Adams was paved with fire brick. . . . Jas. I. Gorman became owner and publisher of the Morning Irontonian. . . . The Lucas Drug Co., opened for business on Third above Adams.

The corner stone was laid for the new Spencer Church, June 30. . . . St. Lawrence church was formally opened on September 24th, with a choir of the city's finest voices. . . . New buildings erected included the Gray and Robinson drug store on Third and Chestnut. . . . Ike and Hall Lynd a grocery on Third and Vernon. . . . Marting & Flehr established a shoe store on Second at Adams. . . . Fillgrove Bros. enlarged their pan works on Second. . . . Doctors Lester Keller and William Pricer located in the city. . . . Dempsey Chapel was erected on Fourth and Pine streets, later to become known as Pine Street M. E. church.

M. E. Edelson started a clothing store. . . . Later he occupied a big plate glass front room in the Neekamp building and then moved to Second and Center, where his motto was "Meet Me on the Corner". . . . Today, Mr. Edelson ranks Senior of the retail merchants.



PINE STREET CHURCH—Built as Dempsey Chapel
A Methodist Church in 1892



THE OLD WHARFBOAT AT FLOOD STAGE DURING THE "GAY 90's"

NEW SPENCER DEDICATED 1893

The fine new Spencer Methodist Church was dedicated on May 7th, with hundreds of visitors in the city. . . . The new church cost \$39,000 and on the date of the dedication there was \$15,175 debt, which was over subscribed \$200 during the day, and the church was free of debt.

The formal opening of the Briggs Library was held on March 17th, with appropriate program. . . . The first concrete sidewalk laid in the city called "Artificial stone" was a gift of Jesse R. Norton to Spencer church. . . . A Chicago firm sent men here to do the work. . . . The first bicycle for ladies was displayed by F. A. Dupuy. . . . The Odd Fellows Temple was dedicated with parade and bands from Ashland and Portsmouth on April 26.

The World's Fair at Chicago was the nation's big attraction, and the C. & O., and N. & W. railroads sold 735 round trip tickets to Irontonians. . . . The newspapers published a list of 462 Irontonians who registered at the Ohio building at the Fair, an indication that the people had money to spend.

. . . The first football game was played between the Kingsbury team and the Irontonians, and the editors of the newspapers went into details to tell how the new game was played and to illustrate the plays so readers would know why the players were called "fullbacks", "guards" and "ends".

Halsey C. Burr became president, First National Bank, when Geo. Willard retired because of ill health. . . . C. Alderman and son erect the Alder-

man building, Third and Center—first flats or apartment building in city. . . . Lombard school dedicated. . . . E. G. Scripture established Ironton Door Factory. . . . Frank and John Goldcamp, and Henry Rudmann purchase H. D. Newcomb store and change name to Goldcamp Bros. & Co. Hardware. . . . Goldcamp Hardware store now on Fourth and Center. . . . Dr. J. W. Lowry becomes citizen and later a political leader. . . . His death in 1934 remains one of the city's unsolved murders.

BICYCLE BELLS IN 1894

The city council, during the summer passed an ordinance making it "unlawful for any bicyclist to ride a wheel in Ironton that does not carry a bell or other alarm, and this alarm must be sounded whenever the wheel will pass within ten feet of a pedestrian". . . . The ordinance also provided that not more than two cyclists shall ride abreast in the streets. . . . An item in the newspaper stated that "it is quite possible that the lady bicyclists of Ironton will adopt divided skirts for a riding habit. In fact, the first move toward establishment of the fashion has been made." . . . The editor explained that a number of courageous females have already appeared in the new habit after sun down, and explained that the costume was modest and becoming. . . . A little later in the year, the same newspaper printed this item—"It takes 2½ yards of stuff to make a man a pair of pants, but five yards are required by a woman for a pair of sleeves in her new dress. But these are the days of women's rights".

Wm. G. McKnight was appointed postmaster by Pres. Grover Cleveland on February 5th. . . . A report reached town that Coxey's Army would land at the wharf threw a blanket of fear over the people. . . . Gen. Jacob Coxey organized 20,000 unemployed men to march on Washington to seek federal aid. . . . One group started on a tow-boat with barges. . . . When the boat landed a big crowd gathered expecting looting, but the crowd was orderly. . . . Provisions were provided and soon the boat was on its way with the men camping on barges.

The Cleveland National League Baseball team played in Ironton on October 2nd, giving a reception for their famous Ironton catcher—Chief Zimmer. . . . Just before Xmas, 92 new street lights, the arc type, were installed, and the town boasted as being the brightest on the river.

FIRE ALARM BOXES IN 1895

The Gamewell Electric Fire Alarm System was completed with 32 alarm boxes in the city in 1895. . . . When an alarm of fire was turned in at any of the boxes, the box number registered at the Water Works, where the steam mockingbird whistle blew the alarm, then giving in short toots, the number of the box, so the volunteer firemen knew where the fire was. . . . The boxes were numbered from 12 to 16, 21 to 26, 31 to 36, 41 to 47, 51 to 56, 61 to 67. . . . If the alarm was from box 16 the whistle would blow one short toot, and then 6 more. . . . If the box was 61 it was just visa versa. . . . The most popular box in town was number 32 at Third and Center, and when the fire whistle blew 3 toots and then 2 more, everybody would be on the run, expecting to see a big fire in the business section. . . . The alarm system was used long after the water works whistle was abandoned.

CITY WATER WORKS BURNS IN 1895

Wednesday, July 24, 1895 was a very exciting day, when the fire whistle about 8 a. m., gave cause for spread of alarm that the city water works was burning. . . . Volunteer firemen saved the walls after the roof fell. . . . The engines and pumps operated until the fire was put out, and the city was without water just long enough to make inspections. . . . The building was rebuilt over the operating machinery. . . . The new Whitwell school was dedicated January 6th.

Women were granted a vote at school board elections in Ohio, and 24 ladies voted. . . . Miss Ida May Bowers, of the First Ward was the first woman elected a member of the School Board. . . . T. H. B. Jones took over the management of the Ironton House, succeeding Col. Wm. Hughes. . . . The biggest religious gathering in the history of the city attended the 84th Ohio Methodist Conference held at Spencer Chapel, September 25-29th. . . . 1,598 visitors representing 164 churches were in attendance. . . . Frank E. Hayward organized the Ironton Fire Brick Co., which today is one of the valued industries of the city.

ELECTRIC CARS IN 1896

The first electric street cars operated in the city on November 1, 1896. . . . The electric railway replaced the horse street cars from Second and Etna to Coal Grove, on this date, and it was several months later that the electric line was completed



THE CAR BARNs IN WEST IRONTON

to Hanging Rock, as the right of way was removed from Second street and changed to follow Etna street to Fifth, north to Elm and crossing Elm street N. & W. railway, which was considered less dangerous.

A special program had been announced for New Years' Day when Fire Chief Wm. George was to be presented a uniform by the firemen, the first time he ever had an official uniform. . . . However, while the bells were ringing a welcome to the new year, fire was discovered in Dr. Fred W. Brammer's dental office in the Hayward building, but volunteer firemen paid no attention to the fire whistle because of the New Year's whistles, and as a result not only the dental office, but Rom Johnson's law office was damaged, and this put the firemen in chagrin for their program.

The Ironton Corrugated Roofing Co., was organized by H. A. Marting, W. M. Keer, Chas. Horn and August Fillgrove, and Tom Price as manager. . . . February 1st, the Central Union boasted of 170 telephones in the city. . . . S. W. Booth and John Isaacs start a fence factory. . . . The Olive Hotel announced a new addition giving the little Brammer House 48 rooms.

Ground was broken October 7th for the \$7,350 new stone church for Christ Episcopal church and on Friday, November 13th, the corner stone was laid with Mrs. W. W. Johnson, C. C. Clark, James Bull, W. S. Ranson, F. A. Bixby, B. S. Garvey, and E. S. Wilson, assisting Rev. W. H. Hampton. . . . Many Irontonians attended the dedication of the C. & O. Railroad Y. M. C. A. at Russell on October 23rd.

The 17th Regiment, Ohio National Guard Band was organized with E. J. Bird, Jr., director, Leonard J. Hoffman, assistant and Thos. A. Dolan, drum-major.

BICYCLE RIDES IN 1897

Early spring 1897 found Ironton on wheels—it was the style to own a bicycle, even if one could not ride. . . . Even the "clumsy" City Marshal, Dip Mittlehauser is trying to learn to ride, the newspapers reported. . . . There were nine stores adver-

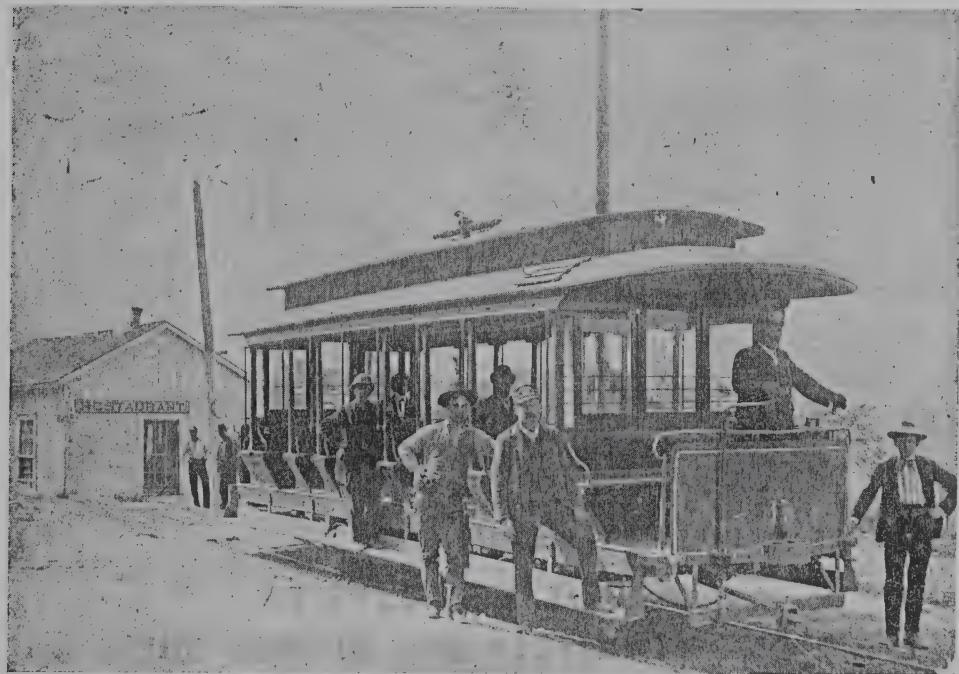
tising bicycles on May 1st. . . . The weekly Register printed a column on the front page called "Bicycle items". . . . Found among the items are these about prominent citizens. . . . J. A. Rogers has the newest in wooden handlebars. . . . Thos. L. Collett and J. W. Berkley, neither of whom can ride, both own bicycles—a Columbia and a Crescent, and neither have "nerve enough" to be seen in public trying to learn. . . . Julius L. Anderson is riding a new Hardford. . . . A big crowd on the street Saturday night saw Master Leslie Hall start forth on his new wheel which is the smallest in town—a 20 inch Crescent which he rides like a prince.

Another item reported that Johnny Brownstead who fixes 'em had 22 crippled bikes in his shop early Monday morning after Sunday's trips. . . . Emil Arnold druggist installed the first "free air" for tires in town. . . . Every store had a bicycle rack in front where the riders could park their cycles.

the assistance of a little weekly bulletin passed out over town free—called the "Square Deal."

THE GREAT FIRE OF 1897

The most spectacular and worst fire Ironton ever had, broke out at 7:30 on the evening of October 1, 1897 at the Newman & Spanner saw mill. . . . At the time there were 8 million feet of lumber piled high and the boards were as dry as tinder. . . . The fire soon spread to the Penn Lumber Co., on Jefferson street, a block and a half away. . . . The firemen were prompt on arriving after a general alarm had been sounded by the water works whistle, and some firemen with their hose carts ran over a mile to reach the blaze which was lighting the sky like a great forest fire. . . . In short order, six streams of water were on the spreading fires, but as the editor said "God was with us and there wasn't a breeze."



SUMMER STREET CARS ON WHICH TROLLY RIDES WERE POPULAR AMUSEMENT

This Car is at End of Line in Coal Grove

. . . The same column reported the following new wheels delivered this week—Ralston and Polly Clark, Birdie Hayes, Will Nigh, Claud Hayward, Trevor Davis, Kent A. Miller, Chester Kirkpatrick. . . . W. A. Murdock has ordered a tandem for his blind son, Earl to ride with friends. . . . Clarence Widemyer of Coal Grove had the biggest sprocket in town for racing—a 76.

S. P. Humphrey, a gentleman several inches over 6 feet tall, came here from Rio Grande College as Supt. of Schools. . . . Ten years later, Mr. Humphreys was trying to elect his own school board with

Telegrams were sent to Ashland, Catlettsburg and Portsmouth asking for help and before 10 o'clock the Ashland firemen had arrived. . . . By 10:30 Catlettsburg firemen with hose arrived and ten minutes later the Portsmouth firemen came on a special N. & W. train, making the run in 30 minutes, breaking all speed on that railroad. . . . It was the Portsmouth steam fire engine that caused the cheers to go up, as the fire was so hot at the City Water Works on Vernon street by this time, that it looked like the water pumps were doomed.

By midnight, ashes covered the district between Washington street and Jefferson from Second to the river bank. . . . Ironton had suffered a \$200,000 loss, including all the homes on Front street. . . . Business firms on Second street having losses included Marting, Keiser & Co., Flehr's shoe store, Peter's shoe store and C. H. Ketter.

Concerning the fire, one of the local newspapers printed this paragraph. . . . "What's In a Name?" . . . "When the flood of '83 was nearing its height, 'Foggs' Ferry' was the attraction at the Masonic opera house. . . . The next flood brought with it "Muldoon's Picnic" and last Wednesday, when the fire fiend was raging and threatening to destroy half the town, the comedy company holding forth at the Masonic sailed under the title of a "Breezy Time."

REMEMBER THE MAINE, 1898

The U. S. Battleship Maine was blown up February 15, 1898. . . . On April 21st, the "Boys in Blue" marched away. . . . The parade was formed at the Armory, the basement of the Memorial Hall and moved up Fifth to Center to Second to the N. & W. depot. . . . The train departed at 9:30 a. m., and along Center street from Fifth to Third, all the schools of the city formed two lines between which the parade moved. . . . The Grand Army of '61-'65 lead the parade with the Uniformed Rank Knights of Pythias, the Y. M. I. of St. Joseph Church, the Knights of Golden Eagles, followed by the 17th Reg. band and Co. I. . . . There were 84 enlisted men under command of Capt. Carmi A. Thompson, Lts. C. B. McQuigg and E. E. Corn. . . . The old Ben Wade cannon fired a parting salute and the train pulled out.

June 14th, the Iron Railroad locomotive, John Campbell, on the incline to the river transfer boat near Sarah Furnace, blew up. . . . Part of the boiler went many feet in the air, falling on a barn on Cemetery Lane, wrecking the same. . . . Engineer Robt. Royer was killed, fireman Andy Foit blown into the river, conductor Fred Meyers, brakeman Chas. Tulga and Thos. Hobble seriously hurt.

The Grand Council Knights of Golden Eagles held their convention at the Kelly Fair Grounds on August 30th. . . . Public services were held for Charles S. Gray and Campbell Gilfillan, two prominent young men who died in the services of their country. . . . September 27th, the "Boys in Blue" returned and were given a big welcome home parade. . . . October 2nd, a grand banquet was given in honor of the Co. I in which the prominent young ladies of the city clamored to be waitresses. . . . B. F. Ellsberry was toastmaster. . . . Atty. A. R. Johnson erected an office building on Fifth and Center. . . . The Furlong building was erected on Third street, near Railroad with a third floor dance hall, where memories will long live of the many social affairs held within its halls. . . . The Knights of Columbus later took over the building, and it is now part of the F. O. Eagles big building.

WIRE NAILS IN 1899

The first wire nails were manufactured at Kelly mill on April 20, 1899. . . . Col. H. A. Marting and associates—J. D. Foster, A. H. Mittendorf, C. H. Ketter, A. R. Johnson and E. J. Bird, organized the Marting Iron & Steel Co., capital \$200,000 and purchased Big Etna furnace. . . . The Warfield Gas Co.



THE IRONTON HOUSE
Played an Important Part in History

piped the first natural gas to the city, with a demonstration of the "burning flame" on July 4th.

A new company purchased the Weekly Register and started it daily with B. F. Lawton, manager. . . . Ed. S. Winson had owned it since 1865. . . . The first issue of a little weekly Ironton News, with Charles L. Collett, editor and Harry L. Collett, manager, appeared on November 25th, and later the two school boys received many write-ups in papers as the youngest publishers in America. . . . The paper will celebrate its golden anniversary during the Centennial year.

February was the coldest month on record with below zero temperatures on 11 mornings—the coldest 27 below on February 10th. . . . Albert M. Collett, better known as "Kid" was elected the first Democratic Mayor in the town's history, winning by only 4 votes. . . . Wm. H. Grimshaw was elected Marshal. . . . Christian Feuchter sold his German print newspaper the "Waechter Am Ohio" to Emil Becker, after operating it since Civil War days. . . . 1,350 lots were sold in the Lombard addition sponsored by the Ironton Board of Public Improvement, a newly organized civic group of business men.

DEACONESS HOSPITAL, 1900

The formal opening of the Charles S. Gray Deaconess Hospital, on April 5th, was a big progressive step for the citizens. . . . The committee in charge were Col. H. A. Marting, A. J. Brumberg, D. J. James, Mrs. George N. Gray, Mrs. C. S. Gray and Miss Emma Gray. . . . Sister Lydia, was the Deaconess in charge. . . . The hospital had been financed by the churches and public donations, after Col. George N. Gray had donated the land and building, and it was named in honor of his son, Lt. Charles. . . . The doctors assigned the staff were N. K. Moxley, Clark Lowry, W. F. Marting, W. E. Pricer, D. R. Alban, Lester Keller, with doctors A. Robinson, E. E. Wells, W. S. Eakman, O. B. Dunn, J. W. Lowry, O. Ellison, J. M. White, F. W. Reinhart, H. B. Justice, B. G. Courtney, G. W. Livesay and D. C. Wilson, consulting members.

The Ohio Valley Electric Railway took over the street railway system which had been known as the Camden Interstate, and A. L. Thuma became manager. . . . Col. H. A. Marting presented the guns and Leo Ebeitt the silk flag, when S. P. Humphrey, superintendent organized the High School Cadets.

. . . Fred Hugger was the first captain. . . . Hon. E. S. Wilson was appointed U. S. Marshal to Porto Rico. . . . Belfont mill installed wire machines for the new type of nails that were made popular by Kelly mill. . . . The official census gave the city a population of 11,868. . . . E. F. Tyler erected a fine drug store with the most beautiful soda fountain in the tri-state, on Second street adjoining the First National Bank.

IRONTON CEMENT, 1901

The Ironton Cement Co., with S. B. Steece, president; H. A. Marting, vice president; A. C. Steece, secretary; F. C. Tomlinson, Leo Ebert, S. G. Gilfillan, John H. Lucas, W. P. Lewis, J. W. Slater and F. L. McCauley, built plant now the Alpha Portland Cement Co., with greatest limestone mines in nation, 578 feet under earth.

Mayor-elect Harry W. Mountain names John H. Brice, first Chief of Police. . . . A few years later Brice became a circus detective, and for over 40 years was chief of the Ringling Bros. and Barnum and Bailey shows. . . . Dozens of boys on bicycles follow the first automobile to visit the city. . . . West

Ironton Mission established by Rev. W. H. Hampton. . . . C. B. Clark, better known as "Jake" opened the first Nickelodeon on Center street—the name indicated the admission price of a nickel. . . . C. B. Fowler became superintendent of Big Etna furnace with E. O. Martin, secretary.

FULL TIME FIREMEN IN 1902

The first full time fire department—2 horse chemical and hose wagon, established at Third and Walnut streets. . . . Dip Mittlehauser and Frank Smith first full time firemen. . . . Wm. George chief. . . . Detroit Southern take over Iron Railroad and operate first passenger train into city from Springfield, June 2nd.

George and Robert Goldcamp established furniture store on Second and Park avenue. . . . Later moved to four story building erected on Fourth street across from Court House. . . . In 1927 build handsome Goldcamp building, now occupied by J. C. Penney Co. . . . First rural free mail delivery established with Sam Bowman, George Clutts and Oscar Bruce, carriers. . . . Bush and Morgan established printing office, now in business 47 years.



THE MAYOR, MARSHAL AND POLICE FORCE 50 YEARS AGO

The first street car strike in the town's history on the Camden Interstate street car lines. . . . The tracks were soaped in West Ironton, where sympathizers took a motorman off a car and ducked him in the river. . . . The dry goods firm of Hannan-Cowden organized January 1st, John G. Goldcamp, J. M. Wiseman, H. J. Loder, E. F. Hannan and Sid Cowden, which for several years was one of the city's larger stores.

VAUDEVILLE IN 1903

Henry Hunter and associates provided the town the first vaudeville—the Empire theatre on Third below Park avenue. . . . Charley and Sam Hunter, Irontonians were among the traveling troopers who played at the theatre. . . . The loop street car line from Fifth and Elm to Third and Oak, via Beechwood park completed and dancing was popular at the park casino. . . . H. D. Rapp, of the Ironton Cement Co., and E. F. Horschel drove the only autos on the streets—a White steamer and a Cadillac. . . . The Lorain Street Baptist Church erected—Rev. T. F. Carey the first pastor. . . . J. Harry Moulton, elected Mayor, names George Mayne, Chief of Police. . . . Ironton Aerie, No. 895, Fraternal Order of Eagles, organized. . . . T. H. B. Jones erected the Princess Skating Rink on Third street, which later became the Armory, later a theatre and is now the Sportsman.

IRONTON ENGINES IN 1904

Business men conducted a campaign while the World's Fair was going on in St. Louis, which resulted in the Ironton Engine Co., plant on south Sixth street. . . . The Altree patent engine was named "The Ironton". . . . E. B. Hetzel came with the new company and was president of the com-

pany until his death following World War II. . . . The Ironton disc-plow was manufactured in a small factory where the Dayton Malleable Iron Co., is now located. . . . St. Paul's Lutheran church dedicated the new edifice May 29th. . . . Dr. W. F. Marting and Dr. E. E. Wells were the first doctors to drive autos—a Reo and a Buick.

IRON CITY SAVINGS BANK 1905

D. C. Davies, T. J. Gilbert, C. B. Egerton, Leon Isaacson organized the Iron City Savings bank. . . . S. S. Knox located the first dime store on Third and Center street. . . . Klein Bros. purchased the O. V. Gammon, confectionary at Second and Adams, and for the past 44 years have held the leadership in the city as the "Soda Shop with City Service." . . . Harry W. Mountain was mayor, having been re-elected after skipping a term, and John S. King was chief of police. . . . A special election for bonds for a new court house carried by a nice majority. . . . Ohio Council, No. 92, R. and S. M. chartered on October 3rd with J. D. Foster, Master. . . . December 7th, the Memorial Hall was almost total fire loss, and the Briggs library a complete loss.

B. & O. BRIDGE STARTED 1906

Business boomed when the Baltimore & Ohio started building bridge piers in the Ohio river opposite Cemetery Lane. . . . The bridge was never completed. . . . Business started an up town trend with the erection of the Ketter Block, below Adams street, where H. J. Keiser, dry goods, Snyder & Belcher, hardware and Ketter Clothing Co., had twin entrances on Second and Third streets. . . . A. J. Brumberg erected the first five story building at Third and Vernon. . . . John H. Swisher established a cigar factory in the building employing 600 girls.



THE GROCERY DELIVERY WAGON AS IT APPEARED IN 1891



THE LEADING GROCERY STORE 60 YEARS AGO

Ward Lumber Co., organized by W. G. Ward, F. C. Tomlinson, E. F. Myers, D. C. Davies and Oscar Richey. . . . Home Telephone install first automatic phones—they didn't prove successful. . . . Ernest F. Horschel and F. A. Marting announce first auto garage called "Auto Livery". . . . Marting the same year took the Ford agency. . . . I. A. Mearan and E. E. McNary open clothing store—Mearans now in business for 43 years.

LAST FURNACE ERECTED 1907

The Ironton Iron Co., H. A. Marting, president; C. B. Fowler, W. A. Murdock, W. W. Marting and Charles Peters, superintendent, erected a large blast furnace on the river bank near Lorain street, now the location of the Goldcamp Sand and Gravel Co. . . . Ironton Incandescent Light and Stove Co. organized by Chas. Hoffman and J. E. Davis. . . . From this beginning grew the Ironton Stove Co., the Continental Stove Co.

Dr. Lester Keller established the Keller hospital, which became the present Marting hospital. . . . John E. Bingaman and Chas. E. Jones, form partnership in undertaking business. . . . The Bingaman-Jones Home for Funerals later occupied the former residence of John Campbell. . . . The Ironton Star, a daily newspaper was started by W. H. Night, Hugh Russell and others of the Republican party with Louis Marting, editor. . . . Thos. A. Jenkins, who has been Congressman the past 25 years located his law office in the city.

The Norfolk & Western complete the new depot on Park avenue and dedicate Campbell avenue to the city. . . . Joe Cloran's building now the American Legion Home was basis for court action to establish the width of Campbell avenue.

NEW COURT HOUSE 1908

Lawrence county's new court house, under construction two years, was accepted as the finest in the state. . . . The building committee were E. B. Willard, chairman; James Hudson, T. J. Templeton, T. S. White, B. F. Danniel, Dave Halley, J. P. McDonough, L. E. Kouns and L. Williams. . . . Arno C. Robinson was Auditor. . . . The first Annual of the Ironton High School, "The Owl" a name that has been used the past 40 years, was issued, Chas. and Harry Collett youthful printers doing the work and taking over the business management.

On March 22nd, at noon, the Ironton Lumber Co. fire, spread by high wind, resulted in 11 homes burning, some as far distant as 8 blocks from the lumber yards. . . . The Ashland fire department sent aid to the local firemen. . . . The fire wasn't as big a loss as when the same mill burned in 1897, nor was it as spectacular, owing to the time of day. . . . However, it was more exciting, as it was a gamble as to where fire would next be discovered, as the March winds carried the burning embers. . . . On Fourth, Fifth and Sixth streets, homes were burning, and as far back as Eighth street, people were seen on roofs with garden hose, watching for fires to start.

Charles W. Golden was Mayor with C. E. Berridge, chief of police. . . . Wm. George who had fought the big fire 11 years before was the fire chief. . . . A. R. Johnson was elected to Congress, but resigned and did not serve his full term. . . . Central School of Fifth and Oak was erected. . . . The first school in town had been known as "Central" but the name changed to Kingsbury, when it was replaced. . . . The Memorial Hall, destroyed by fire a few years previous, was rebuilt in 1908.

DRY IRONTON IN 1909

The voters approved local option, closing the open saloons in 1909. . . . The street cars were crowded the next three years, while Ashland and Catlettsburg, Kentucky did a big business. . . . The favorite gag was "Mister, Your Shoe Box is Leaking."

The first airplane ever seen in town flew from Beechwood park, where admission was charged to inspect the single seater on the ground. . . . Jeremiah Davidson was appointed postmaster on December 20th. . . . Carmi A. Thompson was elected Secretary of State.

A weekly meal ticket at restaurants good for 20 meals sold for \$4.75. . . . Popular slang was "Ain't it Awful, Mabel?" . . . Popular songs were "Love Me and the World is Mine" and "Pretty Baby". . . . Children played with the "Teddy Bear" which replaced dolls.

LIMESTONE MINE IN 1910

The Ironton Cement Co., discovered a 100 foot thick vein of limestone, 575 feet under the plant property, while drilling for gas. . . . The Alpha Portland Cement Co., mines today are the greatest in the nation, and it is said have enough in reserve to last the next 100 years.

The federal census gave the city a population of 13,147. . . . The St. Lawrence school, Seventh and Center, and the Central Christian Church, Fifth and Quincy streets were erected, both replacing older buildings. . . . The South Side theatre at Third and Spruce streets became a popular place until after the 1937 flood when it was razed. . . . Harold Compton organized the first Boy Scout troop in the city.

The Excelsior Shoe Co., of Portsmouth were given a site to erect a four story building on Second at Buckhorn. . . . Ironton joined the Mountain State Baseball League with Montgomery, Charleston and Huntington, W. Va., Ashland, Ky., Portsmouth, Gallipolis and Middleport. . . . J. Benny was the local club manager.



THE FIRST NATIONAL BANK
Building of Today



CITIZENS NATIONAL BANK

SALOONS RETURN IN 1911

By the end of 1911, the merchants organized an election campaign, and the saloons reopened by a vote of the people. . . . The churches, in an effort to stimulate more religious attendance, held united open-air meetings on a large platform erected on the Fifth street lawn of the court house.

Ironton placed a baseball team in the Ohio State League with Hamilton, Newark, Lima, Mansfield, Chillicothe and Portsmouth. . . . "Peggy" Moore was the manager, Karl Heiner and E. W. Ketter the financial officers. . . . Dr. F. W. Marting took over the Keller Hospital.

The Lawrence County Bar and Law Library Association was incorporated with E. E. Corn, president, L. R. Andrews, vice president, Lindsay K. Cooper, secretary and Jed B. Bibbee, treasurer and librarian. . . . A club of young men just out of their teens known as the "Agwa" club put a lot of pep in town with dances and their club rooms in the Berg building at Second and Vernon. . . . The "Agwas" staged two sensational minstrel shows with their own talent, and held a fair for a week at the Princess Skating rink where the "Harem" skirt was worn for the first time and admission charged to see the girl's limb wearing the skirt.

Fire Chief William George lost his eye, when the Ward Lumber Co., plant burned, one of the big fire losses of the year.

FEDERAL BUILDING IN 1912

The fine stone post office building was erected on Fifth and Center during 1912. . . . Plans for a new hotel by the Ironton Hotel Co., on Second and Park avenue started excavation of the basement which stood for three years, causing Portsmouth newspapers to refer to "Ironton's Hotel Hole in the Ground."

T. J. Kennedy was elected mayor and George Mayne was chief of police. . . . The first motor fire pumper was purchased by F. L. McCauley, city safety director. . . . F. G. Leete was elected representative to the Ohio Constitutional Convention.

The Ironton Coke Plant was erected to supply coke for the Ironton furnaces by local capital. . . . In 1917 it was taken over by the Semet Solvay Co., and the big plant now is operated by the Allied



THE ORIGINAL JOHN CAMPBELL HOME
Now Used as a Funeral Home

Chemicals, and is one industry in the city that operated all through the depression years. . . . The plant has had a half dozen expansion programs, and has spread from the river to Ninth street.

President Wm. Howard Taft, and former President Theo. "Teddy" Roosevelt, candidate on the Bull Moose ticket, both made speeches from platforms erected on Fourth street in front of the court house.

The Leader was established in the Berg building, Second and Vernon. . . . Mrs. Ella V. Cohen has operated the business for 37 years, now located on Third and Center. . . . Wesley church, at Fifth and Etna was destroyed by fire near the end of the year. . . . The sensational movie was Theda Bara in the "Vampire".

BIG FLOOD IN 1913

Irontonians had long talked of the flood of 1884, but on Friday March 28th, 1913, when the Ohio river reached a stage of 59 feet and 11 inches and started to leave its banks at the Ironton House, all business was suspended. . . . Sunday morning, the Moore Bros., big 3 story cigar factory and other buildings, including Hugger's jewelry store burned to the water's edge. . . . Wednesday, April 1st, a new flood stage was set at 67 feet and 10 inches. . . . The National Guard unit arrived to help police the city. . . . When the water left the business streets on April 8, the Ironton News, which got out daily extra editions, when the other daily offices were flooded, gave this summary. . . . 24 houses washed away . . . 68 homes off their foundations . . . 1,000 homes damaged, 1,200 windows broken and estimated damage to business firms, \$25,000. . . . Gov. James Cox visited the city and the Red Cross opened relief headquarters.

Other floods and river stages listed at the time in The News were February 17th, 1832, 61 feet 1½ inches. . . . December 18th, 1847, 61 feet 2 inches. . . . February 13th, 1884, 66 feet 8 inches. . . . February 25th, 1897, 59 feet 9 inches. . . . March 17th,

1907, 59 feet 3 inches. . . . Sixty feet put the river out of its banks at Railroad street, but a 52 foot stage flooded West Ironton, and a 56 foot stage flooded the Rachel Creek district in the business section. . . . From the time the town was organized until 1913, water had been in the business district on Center and other streets 10 different times.

Postmaster Jerre Davidson had moved the post office from Fourth and Center to the new Federal building three weeks before the flood, thus escaping a loss. . . . John C. Gorman was named postmaster on April 21st by President Woodrow Wilson. . . . In late summer Wesley Church congregation, minus their church, destroyed by fire, united with the Spencer Chapel, and the name was changed to First M. E. . . . Rev. B. D. Evans and Rev. J. W. Blair divided their time between the combined membership of 1,050. . . . W. A. Murdock erected a 4 story wholesale grocery on Second at Buckhorn, which later became Markin-Blanton, a prominent business firm in 1949.

A. J. Hannan was elected Mayor. . . . He served six years.

CITY GETS RELIGION DURING 1914

The churches united early in 1914 and erected a large tabernacle on Third street near Adams to seat 4,000 people. . . . Dr. W. E. Biederwolf and party of evangelists held a revival for six weeks. . . . The statistics showed 69 meetings were held with 2,370 people hitting "the sawdust trail."

The total attendance was 177,000, and the collections \$3,722.26. . . . During the campaign three brass bands took part in the parades, in which many of the churches sponsored floats and thousands of singing citizens marched.

The Standard Slag Co., plant was erected just above Big Etna Furnace. . . . C. F. Johnston purchased the Bee Hive store which had been operated by F. W. Ehrlich for the past quarter century. . . . In 1928 the C. F. Johnston Co., store at Third and Park



A PARADE ON CENTER STREET DURING FIRST APPLE SHOW

was the city's largest. . . . Ira Burford came to the city on April 1st, and has been manager of the United Fuel Gas Co., the past 35 years.

THE APPLE SHOW, 1914

Business leaders early in 1914 organized to put on an entertainment to attract people to the city. . . . Plans were made for an Apple Show to be held on the streets in September. . . . At a meeting of business men Thos. L. Collett, Earle E. Stewart, A. D. Markin, S. W. Booth, L. E. Howell, A. J. Wellman and A. B. Brumberg were named the general committee. . . . The week's program and entertainment won fame for Ironton far and wide. . . . At this time there were listed 156 apple orchards in Lawrence county, in Union, Windsor, Rome, Lawrence, Fayette, Elizabeth, Mason and Symmes townships, a total of 212,916 trees by a state report. . . . The famous Rome Beauty apple got its name in this county, as did the Jonathan. . . . The State of Ohio placed a marker near the Lawrence county fair grounds for the "Rome Beauty."

The city purchased the first motorized ladder truck stationed at Fourth and Buckhorn streets. . . . The first patrol wagon, a Model "T" Ford was named "Pa" for Pa Rafferty, a veteran policeman. . . . The Detroit, Toledo & Ironton took over the Detroit Southern Railway and changed its name. . . . Whitwell Mother's Club, the first P. T. A., to organize became active paving the way for others.

Frank B. Willis, elected Governor, named H. M. Edwards, his secretary. . . . The Ironton News raised subscription for the first Community Christmas tree erected in intersection of streets at Third and Park. . . . Dip Mittlehauser first Santa Claus, with Rev. W. H. Hampton in charge of program. . . . "Peg

O' My Heart" last big attraction to show at Masonic Opera House, on Xmas night.

CITIZENS BANK BUILDING, 1915

The Citizens National Bank erected a new stone front building on Third street during 1915. . . . Col. H. A. Marting was president at the time. . . . Billy Byers and Fred Wileman, operating the Smoke House on Center street, named a 2-for-5 cent stogie for "Col. Marting".

On May 16th, at noon, a small fire at the Masonic Temple soon spread and when the smoke had blown away, and the Ashland fire department assisted in controlling the fire, only the walls remained. . . . The Iron City Savings Bank, Otten's drug store, Miller's floral shop, The Star Building and Loan and Rube Crance's barber shop occupied the ground floor store rooms. . . . The building was rebuilt in 1917.

During the year there were four boosting organizations—the Board of Trade with Earle E. Stewart, secretary, the Merchants Association, with John Lucas, secretary, the Business Men's Club, with Thos. L. Collett, secretary, and the South Side Commercial Club, with Dr. Alf. Robinson, W. L. Schweickart and Charles Mohr, the leaders.

TELEPHONE EXCHANGES MERGE IN 1916

The Home and the Central Union Telephone companies merged and the officers were H. A. Marting, president; F. L. McCauley, A. C. Robinson and S. W. Booth, with C. W. Heiskel, manager. . . . For many years, it had been necessary for business offices and stores to have two telephones, because of the two companies. . . . The traction street car line between New Boston and Elm street was completed, but the cars did not operate to Second and Park avenue until two years later.

The Ironton Stove Co., which had been on Third street below Chestnut, erected a big factory building on the river at Chestnut street. . . . The Lombard Parent-Teachers Association organized, with Mrs. Charles Lambert the first president.

Ironton Lodge, 177, B. P. O. Elks, starting a building campaign, sponsored a week's carnival under a tent near Third and Adams streets, giving away 3 large automobiles. . . . Thousands attended the Fair, where business men operated raffle wheels. . . . 17,500 dollar tickets were sold, the gross receipts for the week were over \$37,000.00 with a net of \$16,000 for the building fund.

The business men who made the campaign for memberships to organize the Chamber of Commerce in 1916, with the first full time secretary were Chas. Horn, W. P. Lewis, Chas. Edgerton, Robt. Goldcamp, D. L. Ogg, Billy Wymer, J. F. McConnell, A. H. Washburn, Al C. deBruin, Charles L. Collett, Ira Burford, A. H. Ullrich, Dean T. Bush, Leo Brumberg, J. W. Slater, Charles Foit, C. J. Neekamp, Bery V. Cohen, Chas. Mayne, Harry Hasenauer, Wm. Edwards, Don Shattuck, A. B. Brumberg, L. E. Howell, E. E. Stewart, Harry J. Doty, Lawrence Hannon, Rev. W. H. Hampton, and Rev. Lindsay.

E. B. Adams, of Atlanta, Ga., was the first full time secretary employed, when offices were opened in the Masonic temple, where they remained until 1934 when they were moved to the Hotel Marting where they remain today.

SEMET SOLVAY STARTS IN 1917

Early in January 1917, the Semet-Solvay Co., of Rochester, N. Y., purchased the Ironton By-Product Coke plant, and started an enlargement program. . . . The original plant, costing two million dollars, had been erected to supply the Ironton furnaces with coke, and had been working at capacity since the start of the war in Europe in 1914. . . . Ground was broken for the expansion on January 30th. . . . The same day, Warren G. Harding, U. S. Senator sent the Chamber of Commerce a telegram that the Armor Plate Board would visit Ironton on February

6th. . . . The city failed to get the expected plant, which had been the subject for much enthusiasm for many weeks.

The Ironton Fire Brick Co., built a new plant on Lorain street. . . . Masons from several cities attend the dedication of the re-built Masonic Temple. . . . The Western Union Telegraph office moves to the new temple. . . . The Elks Lodge start work on their new home on Park avenue. . . . E. E. Corn, I. A. Ryan, and Chas. Horn were the building committee.

WAR EXTRA APRIL 6th, 1917

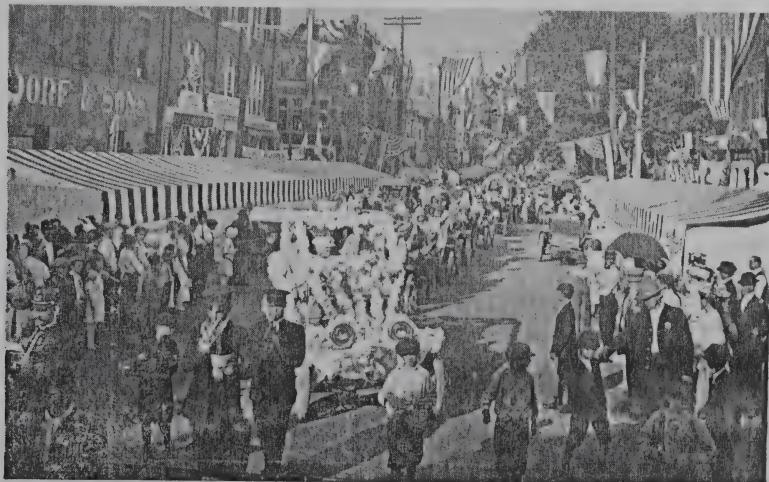
The first war Extra appeared on the streets, shortly before noon on April 6th. . . . The young men between the ages of 21 and 31 registered on June 5th. . . . The bugle sounded on April 10th, for the Co. I. to stand ready for call. . . . The company drilled daily at the Princess Armory on Third near Vernon.

On June 15th, the first Liberty Loan Bond sale in Ironton was oversold by \$410,000. . . . The quota was \$268,000. . . . On June 22nd, in one day \$18,313.00 of a \$25,000 call by the Red Cross was answered. . . . The topnotchers were Oscar Richey, \$3,000; H. A. Marting, \$2,000; Mrs. Nannie Kelly Wright \$1,500.

On July 10th, M. Waite Russell was commissioned captain of Company I, for the call to colors and George Kingery was first Lieut.; Lester Abele, second Lieut, and Horace N. Hill, who had been second lieutenant, was transferred to Fort Benj. Harrison, for training.

On July 15th, Co. I left the Princess Armory on Third street and mobilized on Lawrence street school property. On the same day the Chamber of Commerce named a committee to plan a farewell for the boys. L. K. Cooper, chairman, John B. Corns, Frank Feurt, L. R. Andrews, S. W. Booth, Charles Collett, L. E. Howell, W. P. Lewis, P. S. Chestnut, C. B. Egerton, H. M. Paul, Chas. Horn, John C. Gorman, Walter Henry and O. D. Hayes.

The first draft for Ironton boys was held on July 20th and as the men's numbers were flashed over



ANOTHER APPLE SHOW PARADE IN 1914



THE MASONIC TEMPLE—Rebuilt after the Second Fire

the wires from Washington, the number 258 in the lottery called Elmer E. Summers, Superior, as the first Lawrence county number drawn.

On September 5th, the first eight men representing every man in the Co. I at Lawrence street school with a wrist watch. . . . October 14th, Co I. left on a special train for Montgomery, Alabama, after a great farewell parade down Center street behind the Spanish-American War Band while all the church bells rang.

On September 6th, Mr. Oscar Richey presented every man in the Co. I at Lawrence street school with a wrist watch. . . . October 14th, Co I. left on a special train for Montgomery, Alabama, after a great farewell parade down Center street behind the Spanish-American War Band while all the church bells rang.

THE RED CROSS ORGANIZES

Miss Katharine Fowler was the first chairman of the Lawrence County Chapter, American Red Cross. . . . Committee chairmen included I. P. Blanton, C. B. Egerton, Mrs. W. P. Lewis, Mrs. S. G. Gilfillan, Miss Emma Lyon, Mrs. Edward H. Alfree, F. A. Ross, Miss Caroline Norton, T. J. Kennedy, Mrs. Agnes B. King, Mrs. E. W. Bixby, Mrs. Julius Anderson, Mrs. C. B. Fowler, Miss Judith Gaddis and Mrs. P. S. Chestnut. . . . The organization was on June 5th. . . . The first board of directors included Leo Brumberg, F. L. Feurt, M. W. Russell, Henry Goldcamp, B. F. McCown, Mrs. Dean T. Bush, and Miss Ella Culbertson. . . . The finance committee were O. D. Hayes, A. T. Turnbull, Charles Horn, Joseph Falter, Wm. Ward and W. P. Lewis, Henry Heider, secretary. . . . In two campaigns, \$54,106.00 was raised.

The ladies who were leaders in the various functions of home service work included these—Mes-

dames, Lawrence Campbell, F. A. Bixby, E. H. Alfree, Ellison Amos, Emmitt McKeown, George Bay, Jack Lucas, Brady Steele, Chester Robinson, I. P. Blanton, J. L. Anderson, John Lowe, N. N. Potts, J. W. Slater, Joseph Falter, T. B. Winters, W. H. Crawford, Alice Seclar, A. D. Markin, Dean Bush, Ella V. Cohen, Misses Mayme Hayward, Alice Willard, Anna Schachleiter, Lucy Cherrington, Ona Haggerty, Charlotte Ridenour and many more.

The Woman's Council of National Defense was composed of Mesdames Earle Stewart, Sam Martin, L. R. Andrews, W. P. Lewis, Dean T. Bush, F. A. Bixby, C. B. Dillon, Misses Lillian Corn, Alice Willard, Charlotte Hill.

The members of the Selective Service Board were W. E. Massie, John A. Mohr, H. M. Edwards, Dr. O. U. O'Neill, Dr. W. S. Eakman, and Dr. G. W. King. . . . E. E. Corn was chairman of the Advisory Board.

A RECORD WINTER

The winter of 1917-18, was one of the most severe on record. . . . The cold period started with a sudden drop of temperature on December 8th and on February 12th, the Ironton News printed a summary of the "past 50 days" during which the temperature was only above freezing on three days at noon. . . . During the 50 days, there were but 15 when the temperature did not drop below zero during the night, the lowest being 24 below zero. . . . The first snow occurred on December 8th, and only once during the 50 days—on Christmas Eve was the ground free of snow. . . . The total snow fall was 30 inches, the deepest at any one fall—11 inches. . . . On January 12th, the Ohio river closed with ice, and many people walked across. . . . Two days



THE HOTEL MARTING—ERECTED 1918-1919

later the ice moved, but on January 19th, it again closed and remained closed until January 28th, during which time horses and an auto were driven across to Russell. . . . The ice broke on January 28th, and in 24 hours the stage rose 15 feet. . . . The rapid moving gorge sank the Ironton ferry boat, and the big wharf boat—the big wharf boat never being replaced. . . . The river damage to boats from Parkersburg to Louisville was estimated at over ten million dollars.

IRONTON "OVER THE TOP" IN 1918

Industries were busy in 1918. . . . Dividends were numerous—some 100 per cent quarterly. . . . Construction on new buildings, including the new Hotel Marting, and the Elks Home were halted because of steel shortage need in the war effort. . . . Citizens observed wheatless, meatless, coalless and other days to conserve for the war. . . . Sugar was the greatest of shortages, and among other days were the lightless nights to conserve coal at the power plants.

On June 25th, 1918, the largest number of draft enlistments left the city for Camp Sherman, 172 young men. In all previous calls, from 10 to 60 only entrained at one time.

On July 23rd, 1918, the second record enlistment of 161 men, left Ironton for Chillicothe. These calls for 50 to 100 men came every ten days.

On September 12th, 1918, 1,584 new men between the ages of 18 and 45 years, registered subject to call for examination for military duty.

On October 4th, 1918, five Lawrence county boys were reported dead as the Spanish Influenza epidemic started in the camps.

On October 9th, the Board of Health by order of Dr. E. E. Wells, health officer, closed all public places in Ironton, schools, churches and theatres on account of the flu spreading over the city and state.

On October 28th, there were 907 cases of flu illness reported in Ironton and the county.

On November 7th, a false report of the Armistice received caused celebration and blowing of whistles in Ironton. The first false report came at noon, and the second at 7 p. m., that evening, caused another ringing of church bells, blowing of horns and whistles.

On November 11th, 1918, the official news of the Armistice was received and a big parade followed and whoopee was made until late in the night.

The first Lawrence county soldier killed in action was Homer Dawson of Coal Grove, a member of the Rainbow Division, on March 9th, 1918.

The first Ironton boy killed in Action was Frank J. Goldcamp, in France, with the Engineers, on March 28th, 1918.

On April 6th, 1918, the third Liberty Loan quota of \$221,500 was over subscribed in one day, \$400,000 being subscribed.

NIXON HILL RESERVOIR, 1919

The city water works reservoir on Nixon hill was completed in 1919, and the new water works was placed in operation under Mayor A. J. Hannon, and Service Director, I. A. Ryan, with A. W. Abele, Safety Director. . . . The plant was built with the third bond issue for water works purposes in 45 years. . . . After the original water works, the city spent a great amount of money in sinking "pure

"water" wells on the Kentucky side of the river, which never proved successful.

This plant and reservoir built 30 years ago is in use today, with E. T. Edwards, city chemist, and Henry Howell, superintendent, and has been successful for 20 years.

LEGION ORGANIZED

Shortly after the World War ended, the Kahki Blue Club was organized, and this organization of veterans started to take the leadership in civic affairs. The first officers were Jack Winkle, commander; Nollie Justice, vice; H. M. Edwards, adjutant; Linn Gilfillan, treasurer, Charles L. Collett, historian; J. Benson Davis, chaplain, and the executive committee were Leo Brumberg, L. E. Halley and P. A. Burke.

On August 5th, 1919, a Charter was applied for with the newly organized American Legion of Ohio, and the charter members were: Dr. Cosper Burton, Hon. H. M. Edwards, E. L. Riley, Jack Winkle, Franklin Thomas, Leo and Julius Brumberg, Peter A. Burke, Earl Grimes, Otha Edwards, Orville Lanthorn, Dr. F. R. Stewart, Chas. Collett, Jack Yates, S. B. Steece, J. Benson Davis, William T. Lucas, James Collier, Dr. A. P. Cole, O. R. Brothers, Adna Johnson, George Brothers, Ralph W. Scott, Linn Gilfillan, Tewks Ridencour, James W. Dudley and George Kinney.

On November 11th, 1919, the first celebration of the Armistice, officers were elected as follows: R. M. "Mack" Hill, post commander; S. B. Steece, Jr., vice; Dr. G. G. Hunter, adjutant; Clifford Crane, finance officer; Rev. W. H. Hampton, chaplain; Chas. Collett, historian; A. R. Johnson, Jr., H. M. Edwards and Thos. Riley, executive committee.

ROTARY CLUB IN 1920

Rotary International organized the Ironton Club January 24th, 1920. . . . F. R. Henderson was the first president and the charter members were: E. B. Adams, F. A. Bixby, A. B. Brumberg, I. P. Blanton, Wm. A. Crawford, E. S. Culbertson, Charles L. Collett, H. J. Doty, D. C. Davies, S. G. Gilfillan, A. R. Johnson, Dr. A. C. Lowry, W. P. Lewis, A. D. Markin, C. H. McClung, E. J. Merrill, E. F. Myers, Dr. N. K. Moxley, Wm. F. Phipps, Oscar Richey, I. A. Ryan, J. A. Rogers, A. C. Steece and C. D. Townsend.

Thos. L. Collett was Mayor, with W. E. Massie, chief of police. . . . The year started with a very destructive fire wiping out the Central Hardware Co., the Empire theatre. . . . Nick McMahon opened the new Marlow theatre and also remodeled the old Princess Skating Rink on Third street for the Orpheum Vaudeville. . . . The federal census of the city was announced as 14,007.

TANKS START FAME IN 1920

Shorty Davies, Bill Brooks and others organized the football team known as the Tanks in 1919. . . . During the 12 seasons the team played under that name, 119 games were scheduled, the Tanks winning 86 of the games, the score was tied in 14 and 19 times the team was defeated. . . . Famous teams which visited the city or were on the schedule during the 12 seasons included the Kansas City Cow Boys, the Canton Bull Dogs, the Akron Mutes, and teams representing Cincinnati, Columbus, Toledo, Cleveland, Dayton, Kokomo, Ind., and all the neighboring cities including the Huntington Boosters, Ashland Armco, and Portsmouth Spartans. . . . The Tanks defeated the Chicago Bears, with Red Grange,



FEDERAL BUILDING, POST OFFICE, ERECTED 1912

26 to 13 and the New York Giants with Benny Friedman, 13 to 12 in 1930, both games played at Redland Field, Cincinnati. . . . The Tanks played games in Memphis, Tenn., Akron, Middletown, Washington, Pa., and all the neighboring cities.

HOTEL MARTING DEDICATED 1921

The Hotel Marting, erected, 1917-1919, was formally dedicated with a dinner on September 18th, 1921. . . . C. H. McClung was manager. . . . The hotel plans first started in 1914, with Geo. W. Koonce, as chairman. . . . A small group of business men subscribed enough stock to buy the land on Park avenue, from Second to Third, and a basement was dug. . . . The big hole in the ground stood from 1914 to 1917, when Col. H. A. Marting, and associates took over the lease and reduced the size of the original plans one-half, and erected a six story building, with 128 rooms.

The war caused a "freeze" of steel, and after some delay, the plans were changed to use concrete. . . . After other delays, the hotel opened for business in late 1919, but the formal opening was not until 1921, at which time the dinner served was \$4 per plate, and the capacity of the Rose Room, the lobby and mezzanine floor was filled with tables—the most formal dinner ever served in Ironton.

The First and Second National banks consolidated, under the name of the First. . . . Center street was resurfaced with asphalt and upon completion a street dance was held. . . . Citizens subscribed \$10,000 for a Young Woman's Christian Association, and it was opened on Fourth street near Center. . . . It soon developed into a social eating establishment, and funds to continue failed. . . . A. W. Abele was named postmaster on November 15th.

OHIO RIVER BRIDGE IN 1922

The year 1922 was the most eventful in Ironton's civic development. . . . The Ohio river bridge to Russell was opened on April 21st. . . . March 7th, a meeting of boosters for the proposed Atlantic-Pacific Highway from Washington, D. C., to Los Angeles, held at the Hotel Marting, was attended by representatives from 11 states, including Kansas. . . . The route today is U. S. 52 in Ohio and 60 in West Virginia.

The \$800,000 high school building was dedicated on September 7th, three thousand people attending. . . . On the program were Mayor E. E. Stewart, Dr. W. S. Eckman, president of the school board. . . . Mrs. Sadie Chapman presented the flag in behalf of the Woman's Relief Corps, accepted by Supt. E. Q. Swan. . . . Mrs. Edna Earls presented the bible in behalf of Palmetto Council, accepted by F. A. Ross, member of the board. . . . Invocation and benedictions were by Rev. Blume, First M. E. and Rev. Gloeckner, of St. Joseph church. . . . August 21st, the Selby Shoe Company of Portsmouth started a branch factory on north Second street. . . . The Cecil Hotel opened on October 18th. . . . J. C. Penney opened his first big store on Second below Park avenue.

THE BRIDGE BUILDERS

September, 1920, E. J. Merrill, A. H. Mittendorf, Frank F. Goldcamp, I. A. Ryan, D. H. Clark, A. C. Lowry, James R. Paul and E. B. Adams, representing the Chamber of Commerce planned a campaign to build the bridge by incorporating a stock company with Ironton capital. . . . After preliminary plans, a Chamber of Commerce campaign was started on February 6th, 1921, and on February



PARK AVENUE HIGHWAY TUNNEL

North Gateway to City, Route 75—Built During 1867



THE IRONTON-RUSSELL BRIDGE, OPENED 1922

28th at a dinner at the Hotel Marting, it was announced that \$778,000 had been subscribed. . . . Work started on the piers July 20, 1921, piers were completed October 14, 1921. . . . Steel work started October 14, 1921, completed April 20th, 1922. . . . Bridge opened for traffic—the first between Cincinnati and Wheeling on April 21st, 1922. . . . The first directors of the bridge company were E. J. Merrill, E. S. Culbertson, A. H. Mittendorf, A. C. Lowry, W. F. Phipps, E. E. Fullerton, A. R. Johnson, W. J. Doran, E. B. Adams, D. C. Davies, D. D. Davies, Jacob Riddel, F. F. Goldcamp, I. P. Blanton and T. J. Kennedy. . . . The bridge, which is 2,814 feet in length, with center span of 728 feet, is 100 feet above low water. . . . 2,600 tons of steel and 7,000 barrels of cement were required in its construction.

FIRST NATIONAL BANK BUILDING, 1923

The new six story building of the First National bank was occupied early in 1923. . . . The class of '23 was the first to graduate at the new high school building on Seventh and Oak. . . . St Joseph Congregation erected a new high school building on Sixth and Quincy streets. . . . The K. K. K. organized a chapter and a big parade with fire works was the talk of the town. . . . National prohibition created a demand for "charred kegs" and half pints sold by bootleggers were called "little boys." . . . Scores of grafting politicians were appointed "dry agents" and big copper stills were common in raids, and each was described as uncovering so many barrels of mash.

The Chamber of Commerce boasted of 500 members. . . . Second street was resurfaced with asphalt and Railroad street was paved with the same ma-

terial, as the city spent \$250,000 on a street improvement program. . . . A new bus line called the "Cannon Ball" was operating between Ironton and Portsmouth on a 30 minute schedule. . . . The new Rotary Club conducted a campaign for \$2,500 for Boy Scout organization. . . . The Child Welfare Club raised \$1,000 for the first public supervised play grounds. . . . Mrs. Al Murdock, Jr., was chairman.

The Campbell Parent-Teacher's Association was Organized with Mrs. Robert Stern, the first president. . . . Dr. W. S. Conkle, optometrist, located on Center street. . . . Atty. James Collier opened a law office—he is now Common Pleas Court Judge. . . . Von's shoe store on Center street opened for business on Friday, July 13th, and remains in business today.

LIONS CLUB ORGANIZED, 1924

Lions International organized a club in the city early in 1924. . . . H. E. Unruh was the first president. . . . Other officers included Ellis D. Martin, Thos. A. Jenkins, Newton Johnson, Henry F. Heider, Art T. Turnbull, J. I. Rathbun, Charlton Davies, Ira Burford, Walter L. Henry, Clarence Goldcamp, Dr. Cos. Burton, B. R. Weld and Edward Rist.

Raceland track opposite Ironton in Kentucky opened on July 10th, and thousands of citizens met the race "touts" for the first time. . . . Black Gold was the Derby attraction which caused Irontonians to lose their two dollar bets.

Kelly and Belfont Nail Mills consolidated. . . . Christ Episcopal church parish house was erected on Park avenue, and became a civic asset. . . . Selby Shoe Co., took over the Excelsior Shoe Co. building on north Second street. . . . S. S. Kresge erected a

big building on Third and Center, to become the town's second five and ten cent store.

Harry H. Jones was Mayor with Ross Blackwell, Chief of Police. . . . Atty. Thos. A. Jenkins was elected to Congress and has served his district in Washington the past quarter of a century. . . . Dr. Chester A. Casey opened for practice with an office in the First National Bank building. . . . The Board of Trade got behind a movement to establish the first tourist camp on Second street just below Storms Creek. . . . It was the idea then, that a city without a tourist camp would never amount to much. . . . Earl Murdock opened the first store in the city to sell radios exclusively.

THE FIRST TRAFFIC LIGHTS, 1925

Motor traffic was a fast growing problem in 1925, when the first traffic light was erected on Third and Center and on other corners. . . . The Indiana Flooring Co., purchased the Yellow Poplar plant and announced a \$500,000 improvement and expansion program. . . . The Carlyle Labold Co., took over the Peters Brick plant in Coal Grove. . . . The plant now known as the Carlyle Tile Co., is one of the biggest ceramic plants in southern Ohio.

Col. John Daugherty and his brother Hugh took over the management of the Hotel Marting. . . . Two new buildings were erected on north Third street—the J. J. Newberry Co., dime store, and Bernie Smith building. . . . The Smith store had succeeded Mark Watts who long ago had made Third and Railroad street famous with a peanut roaster.

The Co-operative Club was organized and took leadership in civic enterprises. . . . Miss Faye Ferguson made a debut as a pianist. . . . The Iron-

ton-Portsmouth traction line built a "Y" track at Second and Park avenue, and extended the cars into the center of the city. . . . The American Legion sold a uniform sidewalk flag decorating plan to the downtown business places, and a young man little known, did the work. . . . This young man made a lot of friends and later became sheriff—his name was Bernard Monte.

SELBY BUILDING ERECTED, 1926

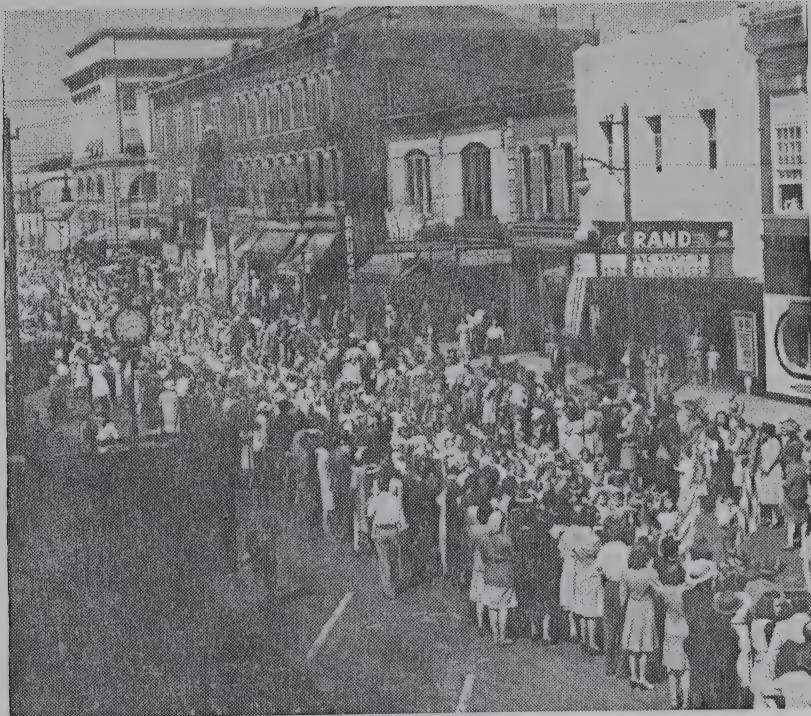
The fine modern building of the Selby Shoe Co., was formally opened for public inspection June 29th, 1926. . . . E. N. Meck was superintendent. . . . The Business and Professional Women's Club was organized April 28—Miss Bertha McQuigg was the first president. . . . Other officers were Misses Laura Neekamp, Shirley Spears, Elizabeth Schum, Margaret Callihan, Sara Ritter, Pearl Crawford, Isabelle Johnson, Margaret Reif, Mrs. Ella V. Cohen and Mrs. Daisy Cook.

The Morning Irontonian and Evening Register consolidated as The Tribune on January 2. . . . Miss Felonese Moore, Publisher, John B. Corns Editor. . . . The Ironton Semi-Weekly News took the morning field on January 8th. . . . Robert and Joe Stern purchased the Marlow theatre from Nick McMahon. . . . The first Sunday movies of the tri-state opened at the Marlow on October 10th and, great crowds from neighboring cities attended.

Stanley Porter became the first county Extension Agent. . . . City Council ordered Joe Smith, wharfmaster to remove the little frame newsstand off Railroad street at Second. . . . Citizens by public subscription had erected the building in the street in 1888 for George Long, who had been crippled and



THE LAWRENCE COUNTY COURT HOUSE—DEDICATED 1908



A DECORATION DAY PARADE ON CENTER STREET
Memorial Day. May 30th has Long Been a Parade Day in Memory of Soldiers of all Wars

he conducted business there for over 30 years. . . . John B. Corns, newspaper editor became postmaster on April 10th.

J. Harry Moulton, who had served as Mayor in 1903 was re-elected and broke an all time record collecting \$24,185.21 in fines during the year. . . . Ray Thornton was chief of police. . . . Henry Ford's visit to the city gave cause for a lot of industrial speculation. . . . Belfont Nail Mill made a record river shipment of 650 tons of nails and 2,200 tons of wire. . . . I. A. Ryan was superintendent. . . . J. C. Penney Co., moved from Second to Third street. . . . J. J. McCain established a department store. . . . Bingaman-Jones, funeral directors used first motor hearse in city.

FOOTBALL STADIUM, 1926

Football boosters called a meeting at the Elks Home April 16th, and as a result of that meeting, the first game was played at the new stadium six months later—on September 19th. . . . Tom Hudson, L. R. Andrews, Leo Brumberg, Dave Morgan, E. J. Merrill, W. P. Lewis, O. D. Hayes and C. B. Egerton were the stock committee to raise the money. . . . Incorporators were H. M. Edwards, Bert V. Cohen, Harry VonKenneel, James Collier and Charles Collett. . . . The committee to receive the bids were Brook Capper, George P. Mahl and O. H. Schweickart.

The campaign started April 26th and on May 6th, \$33,500 had been subscribed in ten days—Frank J. Goldcamp, Post, American Legion buying the first \$500 stock certificate . . . First officers of the Stadium Association were Thos. L. Hudson, president; J. F. Scherer, F. W. Batham, Dr. C. E. Vida, vice presidents, H. M. Edwards, secretary and Dave Morgan, treasurer. . . . Directors were A. R. Johnson, L. R. Andrews, D. C. Davies, Frank Wieteki, Brook Capper, Dr. Cos Burton, O. D. Hayes, W. P. Lewis, Geo. P. Mahl, Charles L. Collett, E. J. Merrill, Leo Brumberg, Dr. T. H. Ramey, and C. W. Golden. . . . The big stadium, seating 3,112 people with 40 box seats, all under roof, was turned over to the high school in 1933, after professional football became too big a financial undertaking for the fans.

HENRITE PRODUCTS IN 1927

Two former Ironton high school graduates, who had gone elsewhere many years before, Bert and Ralph Henry, returned to their home town and organized the Henrite Products Co., on January 21st, 1927. . . . They erected a small factory building on Third street above Vine to manufacture graphite motor brushes, occupying 5,000 square feet of floor space. . . . By February, 1936, the factory had grown to occupy 40,000 square feet, and today, the Henrite Products Co., occupy more square feet of manufacturing space than any industry in the city.

Irontonians during the year took stock in two new industries—the McGowan Pump Works, \$70,000 and the Bernard Boiler Works, \$50,000, and neither were successful after a couple of years operation. . . . January 17th, the SemiWeekly News started Tri-Weekly publications, 3 mornings a week. . . . The big car shops for the C. & O. Railway were erected at Raceland, giving employment to many Irontonians.

The United Commercial Travelers held a state convention at the Hotel Marting in June—the first big convention held in the city for over 20 years, and several Irontonians started the climb to state office in that organization, including Frank L. Markin, Charles Mohr, Howard Unrue, I. C. Hoffman and Hugh Daugherty. . . . George and Robt. Goldcamp erected the fine big building now occupied by the

J. C. Penney Co., on Third and Vernon for their own business—the Goldcamp Furniture Co., which was the most elaborate retail store building in the tri-state. . . . These two progressive brothers retired and closed out the furniture business just before the start of World War II. . . . The Child Welfare Club raised \$3,000 for play ground activities. . . . Harry Spears drug store fire was a \$60,000 loss with loss of life of a fireman. . . . Prohibition agents made big raids, the biggest news of the year when 101 gallons of liquor were dumped down a sewer during one raid. . . . Mack Lily, now manager of the American Legion Home was one of the most active of the federal agents working in Ironton.

CITIZENS COMMITTEE IN 1928

A Citizens Committee organized in June 1928, supported by The Ironton News, to submit to the voters a plan for City Manager form of government. . . . The election was held on August 14th, and the plan was approved by a 2 to 1 vote. . . . Members of the committee were J. F. Scherer, Geo. P. Mahl, Henry F. Heider, Horace Rist, W P.. Lewis, John A. Mohr, E. S. Culbertson, A. G. Moore, George C. Hugger, Chas. A. Smith, E. J. Merrill, W. H. Rutledge,

Frank Wieteki, Charles L. Collett and John Daugherty.

1928 was the year during which it was said "Ironton went broke" when citizens withdrew their earnings from the banks and invested in Belfont stock at the suggestion of the Chamber of Commerce to the tune of \$700,000.00. . . . The year previous, \$120,000 had been raised for two other industries. . . . This was the year that youth took up Marathon dances, and the tri-state record, held at Clyffeside Park, was when two couples stayed on the dance floor 160 consecutive hours, and a schedule of dancing 45 minutes out of every hour. . . . Great crowds attended to watch the endurance contests which continued for 24 hours a day.

The State Rotary Convention was held at the Hotel Marting, and the banquet served at the high school gym by the Sinton Hotel Co., of Cincinnati was the largest gathering for a banquet ever in the city. . . . The big gym was most attractively decorated by Rotary Anns to represent a spring garden at great expense. . . . James R. Paul was convention chairman, C. D. Townsend was president and Charles Collett, secretary.

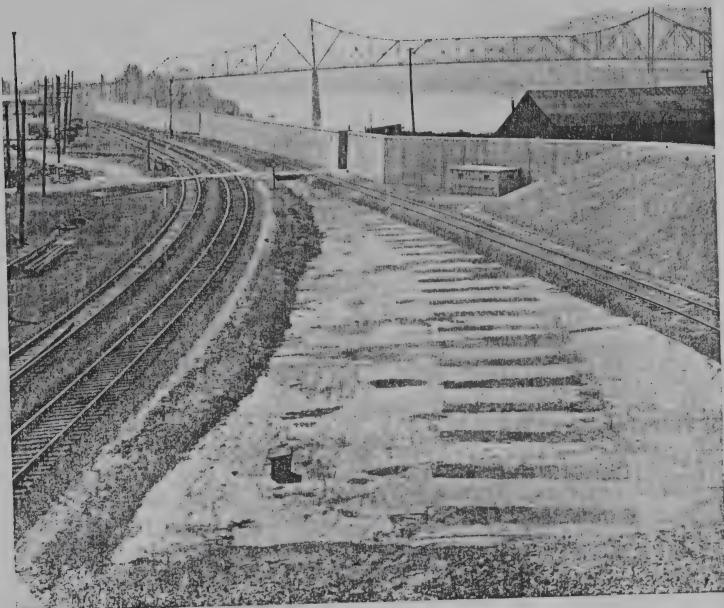
The first band was organized at the Ironton High School. . . . Harper C. Pendry was superintendent. Harry H. Jones was Mayor and Ray Thornton chief of police. . . . Miss Helen P. Clarke was the first woman elected to county office—Judge of the Probate Court, an honor she holds today after 21 years in that office. . . . Union Mission was established at Third and Lawrence streets. . . . Norman Thom, an Irontonian, took a troupe to Broadway to play "Show Boat". . . . Charles Hunter, also an Irontonian helped direct "Show Boat" for the movies in Hollywood. . . . The name of E. S. Wilson, former Ironton editor was added to the Hall of Fame at Ohio State University.

HOWITZER COMPANY IN 1929

The first military unit after World War I was not organized until May in 1929, when the Howitzer Co., 166th Inf., Ohio National Guard was formed. . . .



THE TRUCKS KEEP IRONTON CLEAN



VIEW OF FLOOD WALL LOOKING EAST

The first officers were James Collier, captain; Sam B. Cooke and Douglas Brown, lieutenants. . . . Dr. Ann Marting made her professional debut on January first. . . . Frank Feuchter and A. O. Davidson established the first funeral home in the city on April 10th. . . . Today, the city has five beautiful such homes. . . . The Norfolk & Western railway erected a new freight depot on Hepler street. . . . During June, Judge Dan C. Jones ordered the Sunday movies in the city closed.

The first "Ironton" radio broadcast was sponsored by The News over WSAZ. . . . The first Ford Tri-Motored plane to land in the city, rode Ironton officials from Portsmouth to land at the Sedgwick field. . . . The Kresge Co., erected a twin building to their dime store building on Third and Center for a dollar store. . . . The Etna building and loan erected an office building on Third above Vernon.

The first talking pictures were shown at the Marlow on August 12th. . . . The Rotary Club won state-wide publicity holding a noon luncheon in the Alpha Portland Cement Co. mines, 575 feet under ground. . . . Dr. James H. Cotter published another book "Tipperary" which won him nation wide acclaim. . . . The Ohio Power Co., erected a substation on Tenth and Center. . . . Then came the news of the Wall Street stock crash on October 31st.

CITY MANAGER IN 1930

The City Manager form of government became effective January 1st, 1930. . . . Dr. W. F. Marting was elected president of city council and under the code automatically became the first police judge. . . . Capt. F. W. Fassett, of El Reno, Okla., was named the first City Manager. . . . He was succeeded by Leonard G. Howell, a local civil engineer, on April 28th. . . . Members of the city council, all elected on the "Citizen's Ticket" were Dr. Marting, Robt. S. Goldcamp, George McNary, Cecil E. Bales, C. Elmer Mayne, Neil VanValkenberg, and H. E. Wileman.

April 21st, the local Howitzer Co., Ohio National Guard, were ordered to Columbus, where the Ohio Penitentiary fire took 322 lives. . . . The federal census gave the city 16,621 population. . . . The United Fuel Gas Co., erected a fine building on Third below Washington. . . . George Spears, druggist, erected a building on Third and Chestnut, and held open house with a street dance and orchestra. . . . Harold T. Allen opened in the jewelry business on Center street. . . . August 1st, Bingaman & Jones opened a funeral home in the original home of John Campbell, founder of the city.

This was the year of flag pole sitters over the nation, and in Ironton, Jimmy Allen age 14 led all other tree sitters by a 142 hour endurance sit in a

tree on July 25th. . . . Henry F. Heider was president of the Chamber of Commerce when Henrite Products Co., took over the McCowan Pump Co., building, and erected a second story, the third big expansion program in less than five years.

September 1st, the last street car operated with special ceremony sponsored by the News in which city officials and guests rode the last rails. . . . The Employees Bus Co., formed by street car workers operated the first city buses. . . . A legal battle over the Sunday movies ended with a state law. . . . The \$800,000 Mausoleum was erected in Woodland cemetery. . . . Hundreds of Irontonians followed the Tanks to Cincinnati twice, to see the football team win over the Chicago Bears and New York Giants.

DEPRESSION HITS IN 1931

Altho there had been considerable idleness in industry, Ironton's first serious taste of the Nation's depression occurred on Tuesday, October 21st, when the Iron City Savings Bank failed to open for business as usual. . . . The next morning, the Ironton News in a front page editorial under the headline

"Business as Usual in Ironton" congratulated the people for the fine spirit shown and order that prevailed, when the bank failed to open.

Hundreds of Irontonians attended the dedication and opening of the Coal Grove Ashland bridge on August 7th. . . . September 28th, six thousand people lined the river bank to see the first River Regatta and speed boat races ever held in this city. . . . Miss Faye Ferguson, pianist of rare ability, won fame for city by making her New York debut. . . . Capt. Wm. Lambert World War I Ace, invented and patented a smoking pipe rest, which won him publicity.

July 30th, the first blimp to land in the town, the Goodyear Blimp "Columbia" was brought to the city by Messrs H. E. Wileman and Carl Zimmerman, of the Iron City Tire Shop, and many prominent people rode over the city for the first time. . . . The hottest day ever registered by the official weather bureau in this city was 106 on July 14th. . . . J. B. Davis, was appointed postmaster on February 20th. . . . The daily newspapers were full of "Scarface" Al Capone stories.



NORTH SECOND STREET FLOOD GATE

Holding Water Out of City



THE HOME OF IRENTON LODGE 177. B. P. O. ELKS

LAWCO LAKE IN 1932

The city suffering from national unemployment, voted for Roosevelt in 1932. . . . The Fish and Game Association finished a dam to make Lawco Lake. . . . Gov. George White visited the city October 2nd, dedicated the new lake. . . . Lee O'Leary was master of ceremonies, with L. G. Howell, City Manager, Dr. W. F. Marting, and Cecil Bales representing the council were on the program. . . . Leo Brumberg and Waldo Mittendorf, two of the boosters for the lake provided the entertainment for 2,000 who attended.

President Hoover's special train stopped on October 22nd, giving Herbert opportunity to say "Hello".

. . . The merchants sponsored a great Santa Claus parade to stimulate business. . . . On Christmas, the Elks gave 480 baskets, Mr. and Mrs. A. R. Johnson provided treats for 1,000 kiddies, Geo. Spears, druggist, provided 300 treats, the American Legion Auxiliary, Business and Professional Women's Club, the Child Welfare Club and Boy Scouts all assisted in spreading joy to families on the unemployed rolls.

Z. D. Brumberg took over the Gabler Store, one of the oldest retail establishments for ladies, which has grown into one of the bigger stores of the city.

BANK HOLIDAY AND BEER IN 1933

The nation-wide bank holiday, March 6-14th, 1933, found Ironton in good shape to continue business as usual. . . . The banks closed according to President Roosevelt's proclamation, but being a conservative town it was not hard hit. . . . The first 3 point 2 beer after 13 years of the nation's "noble experiment" was sold on April 6th, and many youngsters who had grown up under national prohibition filled the streets to see the old time saloon re-open with women at the bar and women bar-lenders.

May 28th, a train load of Civilian Conservation Commission enrollees arrived in town and established Camp Dean, the first CCC of Southern Ohio. . . . The effects of the work of these un-employed young men in planting trees and establishing the Vesuvius Recreational Area are widespread today.

BIG MAIL ROBBERY, 1934

When newspaper headlines were about John Dillinger being shot to death in Chicago by the FBI, a \$12,000 mail holdup of the Superior Portland Cement Co., pay roll occurred not far from the city limits, which brought dozens of postal inspectors to the city resulting in five convictions. . . . The N. & W. train a short time later was wrecked below Ironton, in an attempted mail robbery, and James Thompson went to the electric chair.

The state improved Sedgwick highway at a cost of \$60,000 and the Ohio Bell Telephone Co., started a program of underground wires and pole removals. . . . Elderly people were happy over the passage of the State Aged pensions, which the Fraternal Order of Eagles had taken a prominent part in the passage of, under Martin L. Davey. . . . Charles L. Collett was chairman of the first Birthday Ball for the President, an event to become an annual March of Dimes.

GENERAL HOSPITAL, 1935

The campaign for the General Hospital dates back to April 17th, 1934, with George R. Spears, chairman of a forum dinner for the Chamber of Commerce at which time doctors O. H. Henninger and Harry S. Allen spoke of the need. . . . The Chamber of Commerce offered assistance to the project with the Lawrence County Medical Society. . . . July 28th, 1934, City Council purchased Nixon hill—77 acres at \$3,334.00 and offered it as a free site. . . . April 13th, 1935, after a vigorous campaign, the voters approv-

ed the bond issue, 5,189 to 997. . . . The commission named to build the building were Dr. W. F. Marting, Dr. C. E. Vidt, Dr. Charles Gallagher and Harry W. Mountain. . . . The hill site was rejected, and ground was broken December 15th, on south Ninth street. . . . Gov. Martin L. Davey spoke at the corner stone program August 14th, 1936. . . . The \$253,000 hospital was dedicated in September, 1936.

The first air mail direct from the Ironton Post Office to Chesapeake air port was on May 7th, 1935. . . . The first night club in the city, the Riveria, under management of Clem Haley, opened with a great social gathering. . . . Many famous bands visited this club, including Blue Barron. . . . Charles L. Collett was named postmaster by President F. D. Roosevelt on June 17th, and his first big job was to register all workers under Social Security, adopted that year by Congress.

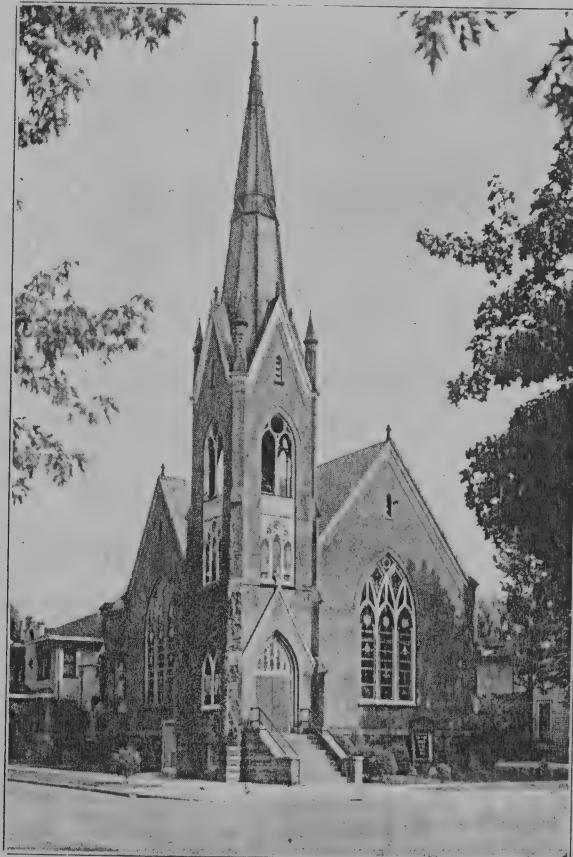
SWIMMING POOL IN 1936

The year 1936 will long be remembered as the WPA year. . . . The New Deal had been accepted in Ironton and the city was beginning to get its share

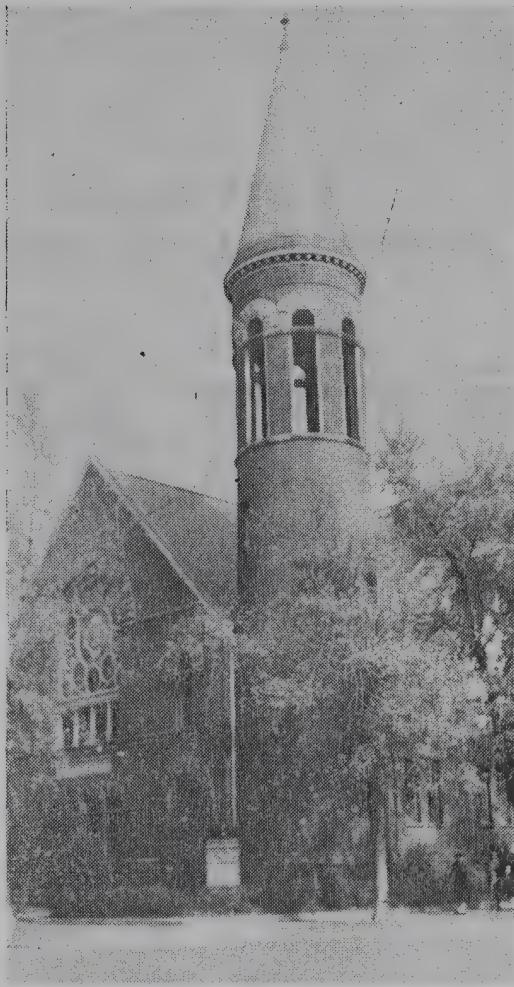
of federal government funds to bolster prosperity, at about 30 cents on the dollar to the tax payer.

Early the year before, City Council appointed a bi-partisan committee, Charles L. Collett, George R. Spears and George Hugger to promote federal aid for a swimming pool, and so successful was their efforts that Hugger and Spears were elected members of City Council at the next election. . . . The pool costing \$65,000 was located in Beechwood Park. . . . The formal opening, a year later was in charge of the Lions Club with Miss Ruth Vidt winning the beauty contest.

Meanwhile, on January 14th, 1936 a special bond election was held in the city to approve \$70,000 for the city's share in three major WPA projects—the \$53,000 pool, a \$300,000 railway and creek overpass highway on Second and Vesuvius and \$50,000 sewage expansion. . . . All three were carried out successfully with Dr. O. H. Henninger, Martin T. Cloran, C. C. Crane, John Gayheart, George Hugger, George Spears and Dustin E. Corns, members of city council, and L. G. Howell, City Manager.



ST. PAUL'S LUTHERAN CHURCH
Sixth and Center Streets



FIRST METHODIST CHURCH
Fifth and Center Streets

The Alpha Portland Cement Co., was awarded National Safety trophy for no lost time accident from December, 1926—best known record in the industry—Supt. Frank C. Brownstead gave a dinner to 650 people in celebrating the event.

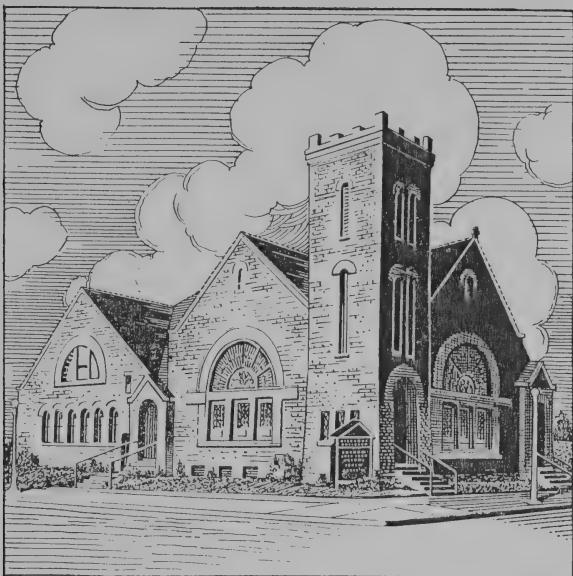
1937 THE FLOOD YEAR

January 1937 will perhaps always be remembered as the "Noah" of them all. . . . The rains came, and "Old Man River" kept coming right up until a stage of 70.5 feet was reached—the "Master Flood of Ironman history." . . . Three times before the main business section of the city had been covered by water, but this time citizens in boats had to duck their heads to get under the traffic lights. . . . Nine-tenths of the city was reached by the river, the only sections escaping from Seventh and Center to

Spruce, and the industrial section on Third above Vine.

Two large three story buildings fell in the water, including the American Legion hall, and two more fell after the water went down with loss of life. . . . The four story building of the Hutsinpillar wholesale hardware company burned when the water was highest. . . . When the flood losses were counted, the American Red Cross had rehabilitated to the tune of \$300,000, and the Federal Disaster Corporation loaned citizens \$105,000. . . . The greatest community loss was the St. Joseph church, Third and Adams, which had to be razed.

Representative W. H. Whetro succeeded in reaching Columbus after most means of transportation and communication had been cut off, and Gov.



CENTRAL CHRISTIAN CHURCH
Fifth and Quincy Streets

Martin L. Davey, and State American Legion officials visited the city. . . . After no newspapers for 12 days, The Ironton News printed editions in Jackson and later in Ashland to serve the city with only local happenings. . . . Later in the year, citizens voted a \$200,000 bond issue to start federal government's four million dollar flood protection for the city.

Regardless of this disaster to start the year, 1,051 autos and 222 trucks were sold by auto dealers during the year. . . . The new General Hospital opened in September, the Masons laid the corner stone for the new Campbell school. . . . Foster Stove Co., celebrated their golden anniversary in business. The first concrete was poured on the big dam to make Vesuvius lake and the Ironton tri-weekly News started daily issues on June 7th, after having suffered serious flood losses on a new printing press which had been installed in December for that purpose.

FLOOD WALL WORK STARTS 1938

April 13th, 1938, honor was given J. M. Hill, then 92, the oldest active merchant, and E. Fred Tyler, oldest ex-mayor of the city to break ground for \$3,850,000 flood levee and wall. . . . Geo. Hugger, was named chairman of city council in January, which automatically made him police judge. . . . Selby Shoe Co., had record month in February, making 3,200 pairs daily at Third street plant.

Board of Trade sponsored National Air Mail Week cachet for Ironton, showing views of Vesuvius dam. . . . Ground broken for State Armory, July 8th. . . . Kroger opens first super market in city on Fourth and Park avenue.

\$400,000 overpass on U. S. Route 52 at Second and Vesuvius streets opened July 8th. . . . October 6th, 7th and 8th, city wide celebration held on visit of Northwest Territory Caravan to city. . . . Mammoth parade with 56 floats, and many brass bands.

Bridge commission was named by County Commissioners to sell the Ironton-Russell bridge to the State of Ohio. . . . The attempt failed. . . . Work started on Ox Road via Beechwood park—this road was the only "escape" from city when 1937 flood waters surrounded city. . . . The highway is now known as Campbell Drive.

WAR STARTS IN 1939

Early the morning of September 1st, the Morning News boys were crying "Extra" Hitler Starts War. . . . A sleeping city was awakened, as the news broke after midnight that Hitler was marching on Poland. . . . The city held another bond election in March for more finances to enlarge upon the flood wall program. . . . E. S. Culbertson was named president of the First National bank upon the death of Homer M. Edwards. . . . A. & P. open super market with first parking lot facilities in city at Third and Washington. . . . Frank J. Goldcamp Post, American Legion present General Hospital with oxygen tent. . . . Largest graduating class in history—152 at I. H. S. and 31 at St. Joseph High School. . . I. H. S. class present school with public address system.

Dr. James H. Cotter observes his golden jubilee as pastor of St. Lawrence church, August 22nd. . . . Christian Church installs first electric chimes in city. . . . Brook Capper gives city land for play ground and park. . . . H. A. Roberts, P. S. Bull and E. E.

Bunn elected to city council. . . . Congregational church, erected in 1873, taken over and rededicated as United Brethren. . . . Townsend Club is very active with 1,400 attending rally for \$50 a month government pension. . . . The Ironton Male Chorus was organized.

VESUVIUS COMPLETED, 1940

The Vesuvius Recreational Area, named for its location on historic old Vesuvius furnace grounds, was completed by the Civilian Conservation Corps in 1940, eight miles north of Ironton, a mile off State Route 75.

This great out-door playground is under the supervision of the U. S. Forest Service, open to the public for swimming, boating, picnicing, camping, fishing, hiking, horseback riding, trailer camping.

The entire area includes 4,000 acres of Wayne National Forest land, with more than 750,000 trees.

The lake covers 142 acres and reaches a maximum depth of 40 feet. It extends two and one-half miles up the valley, and has 8 miles of shore line. The road around the lake is 12 miles.

The lake has been stocked with various kinds of fish, and more than 200 pleasure crafts, of various types, but no motors permitted.

On the grounds are two picnic areas with shelter houses, hundreds of tables, benches, open fire places, pure drinking water piped to all sections.

There are parking over-looks, camp grounds, trailer camp parking, with large rest rooms for both sex.

There are bath houses, sand beaches, boat houses and docks, and complete sanitation.

The entire area is a game refuge and hunting is not permitted at any time, nor removal of any of the thousands of wild flowers.

One can spend the entire afternoon rowing on the lake and not see the entire beauties of nature in the hills which border the water's edge. A large riding academy has many horses for hire.

There are parking spaces for thousands of automobiles, under supervision, with no charge. No admission is charged, only charge for boat rentals and use of bath houses.

CHAMBERLIN COMPANY, 1941

The Chamberlin Co., of America purchased the Continental Stove property and established their present big factory late during the year. . . . The Junior Chamber of Commerce received their charter April 30th. . . . The first officers were: A. J. Sexton, president; Adam Payne, Bill Clark and Mark Hanrich, vice presidents, Gene Unger, secretary and Pat Patterson, treasurer. . . . The first project was the aluminum collection because of shortage on account of the European war. . . . 2,270 pounds were collected.

The National Youth Association erected a defense



SYDENSTRICKER METHODIST CHURCH

shop on south Third street, which later, after the war, became the property of the school board and was removed to the high school property. . . . Street car rails on Second street were removed for salvage. . . . Ralph Mittendorf became City Manager when L. G. Howell accepted a post elsewhere. . . . The Blue Ribbon Bus Co., was granted a franchise, succeeding the Employees Bus Co., which had operated since street cars were discontinued in 1930.

The Elks Lodge celebrated their golden jubilee with a "Gay 90" parade and more horse vehicles were seen on the streets than in a score years. . . . The peace time draft was invoked, and Co. K. Ohio National Guard under Capt. Sam B. Cooke, with 116 enlisted men left for Camp Shelby, October 15th. . . . The night before, the Elks Home was the scene of a fine dinner for the boys.

Dr. Ralph Massie became president of the Board

Wm. A. Brooks and Harold Rolph. . . . War time was adopted February 9th. . . . Citizens crowd post office to buy \$5 auto use tax stamps for their cars.

Civilian Defense Corps were set up with Bert V. Cohen Chief Air Raid Warden. . . . Red Cross Disaster Committees were organized. . . . Citizens registered for sugar ration stamps. . . . War salvage program started with collection of tin cans, followed by rule that old tooth paste or shaving tube must be turned into druggist before new one could be purchased. . . . Boy Scouts take leadership in scrap metal collection under Gilbert Salle. . . . One collection on October 30th, netted 1,440 tons.

American Legion purchase the former First National Bank building for Veterans Home and "defense" the beautiful lawn iron fence for the scrap drive and turn in big 1918 war guns on Legion lot in Woodland cemetery. . . . Thousands of citizens



FIRST NAZARENE CHURCH
Fourth and Pleasant Streets

of Trade. . . . Chas. Collett was chairman of the United Service Organization drive and raised \$1,860.00. . . . The first Defense Stamps sold at the post office to Ralph C. Boyer of Sedgewick. . . . At Christmas the Daily News sponsored greetings to all drafted men in the service and a huge post card to the National Guard Company, by collecting 1,436 pennies in cans about town. . . . Meehan brothers purchased the St. Joseph church property on Third and Adams, now the Kroger Super Market—the property not having been used since the 1937 flood for church services.

BUCKEYE ORDNANCE, 1942

Construction of the Atmospheric Nitrogen Corporation, better known as the Buckeye Ordnance Works, below South Point, started early in 1942 and Ironton was placed in the Industrial Defense Zone. . . . This big plant today—the largest in the state, is operated by Allied Chemicals. . . . The first war restrictions was tire rationing, with Henry Stanley tire coordinator, assisted by H. J. Doty,

turn in old keys in metal drive for war effort.

Lions Club take over United Service Organization drive and put it over the top—\$8,000. . . . The same club erect a County Service Board on Court House lawn. . . . Junior Chamber of Commerce sponsor war bond parade and sell \$250,285.00 in bonds. . . . Newspaper boys sell War Savings stamps, in 52 week contest. . . . Some weeks the sales of dime and quarter stamps went over \$2,000.

"Home Fire" club organized at high school to secure and address Christmas cards to all boys in the Armed Forces. . . . Red Cross blood banks established. . . . James Collier succeeds Dan C. Jones as common pleas judge. . . . Elks Lodge first to display service flag for membership—at end of war the lodge flag had 206 stars, six of them gold.

FLOOD WALL DEDICATION, 1943

June 17th, 1943, Major General Thos. J. Hayes, "came home" as speaker when the United States Engineers dedicated the flood defense system. . . .

The Junior Chamber of Commerce sponsored the parade and the Board of Trade the dinner at the Elks. . . . The program was held on the court house lawn. . . . Gen. Hayes graduated at Ironton High School in 1907 and entered West Point. . . . He was Chief of Ordnance at the time and inspected the Buckeye Ordnance Works while here.

Work on the flood wall started May 13th, 1938. . . . The cost was four million dollars of which the federal government paid \$3,500,000. Voters were called upon three times to vote additional bond issues and response was far more than the required votes needed each time.

The flood wall was the first completed along the Ohio river, giving any city full protection. . . . It required 19,500 square yards of concrete, 1,200,000 square yards of dirt. . . . The system which encircles the city from hill to hill and the entire river front, has 19 gates, and 10 pump stations to lift the drainage of the city, if the gates are closed.

WILSON ATHLETIC COMPANY, 1943

October 29th, 1943, the Board of Trade announced that the Wilson Athletic Goods Mfg. Co., had purchased the 4-story Selby Shoe Co., building on

south Third street. . . . Today, this big plant is one of the city's finest. . . . At the same time the Van Nauhuys Chemical Co., was announced to occupy the Bernhart Boiler Co., building on Second and Mulberry streets.

War rationing was in full force—food, shoes, liquor, gasoline. . . . A. B. C. cards for gasoline, tires, etc. . . . Long lines stood in front of stores where cigarettes were available, and the same was true of nylon hose for the women.

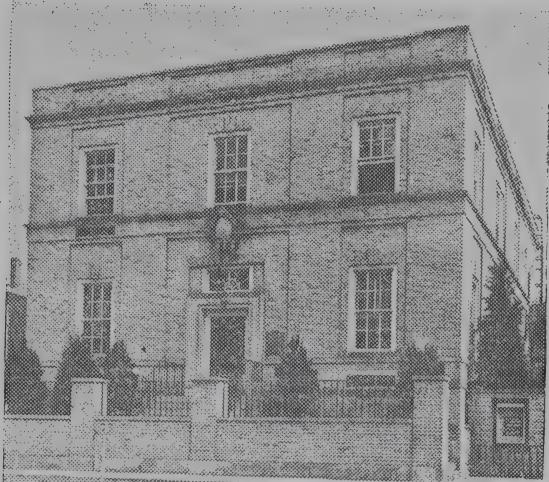
Air Alarm sirens were installed on the roof of the First National Bank building and in other parts of town. . . . The first test "black out" was on March 1st. . . . A state test on March 4th, was pronounced successful under the local Wardens. . . . June 9th a county wide "black out" test was ordered and on July 21, a surprise "black out" alarm really was exciting.

W. P. Lewis was chairman of the second War Bond drive for \$831,000. . . . It went over the top \$924,795. . . . The A. N. C. shipped the first car of ammonia May 24th, just 14 months after ground was broken for the building of the big ordnance plant.



FRATERNAL ORDER OF EAGLES BUILDING

The Former Knights of Columbus, and Rist Buildings, Third and Railroad Streets
Linked with a New Building in the Center



THE OHIO BELL TELEPHONE BUILDING

BOAT YARDS FOR LANDING CRAFT

The Mt. Vernon Bridge Co., erected a boat yard on the river just above Big Etna furnace location, building hundreds of landing craft. LCT and LST boats, complete with radar for the Navy invasions. . . . E. V. "Tip" Wood became Managing Director of the Board of Trade. . . . The National War Fund, which replaced the U. S. O. went over its quota—\$24,600 was raised. . . . The quota for the third war bond drive was set at \$853,000 and a million dollars was sold in bonds.

Miss Edna Marting succeeded Ann Coucoules as executive secretary of the American Red Cross on August 5th. . . . Carl Neekamp purchased the F. W. Woolworth building, Third and Center, now the Leggett department store. . . . Carlyle Tile Co., awarded the "E" Marine flag for perfect war record. . . . The Army Show visits city October 8th with mammoth parade. . . . Ice Creek, 3 traffic lane bridge, opened November 10th, with I. H. S. and Coal Grove bands and city and state officials on program.

MUNICIPAL JUDGE 1944

John J. Gallagher became the city's first municipal judge in 1944. . . . The year was one of campaigns for war funds. . . . The fourth, fifth and sixth war loan campaigns occurred in one year and each time the city went over the top—\$997,000—\$1,222,870—\$984,000.

The Red Cross goal was \$38,000. . . . The Ironton Community Chest organized with E. V. Wood, the first president, Ellis D. Markin, vice president, Mrs. Harriett Lewis, secretary and V. C. Stuntebeck, treasurer. . . . The first goal was \$44,450.00.

A Service Center was opened to assist men in uniform, with Mrs. Olive Wymer the chief hostess. assisted by all the ladies of many church societies.

. . . Many salvage collections continued—one Sunday, 90 Boy Scouts, with assistance of 21 trucks, collected 40,625 pounds of paper.

The Ironton Hotel Co., sold the Marting to Cincinnati investors and W. R. Young became the manager succeeding Col. John Daugherty who had operated the hotel for over 20 years. . . . The city purchased a big piece of fire fighting equipment which became known as the "White Elephant". . . . The Recreational Boosters were organized with E. V. Wood, president, Joe Richardson, secretary and Jonah T. Phelps, treasurer. . . . Council appointed George Brown, Frank Markin, Miss Edna Marting, Homer Fuller and Gus Canavis the first Recreational Board.

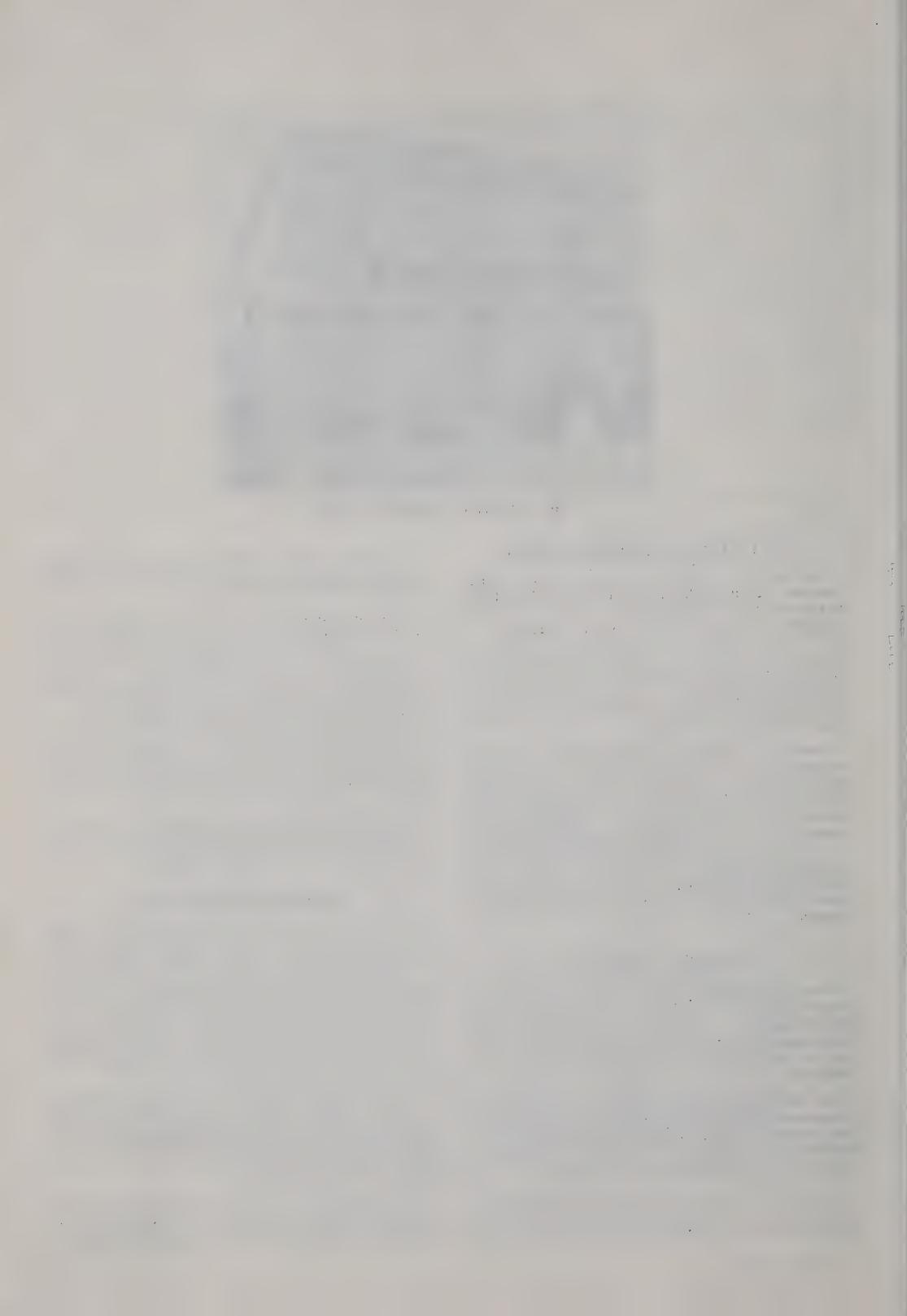
This was the year of the greatest war shortages of all—rubber girdles, chewing gum, beer and cigarettes being the most serious missed.

PARKING METERS IN 1945

The first parking meters were placed in effect December 6th, 1945. . . . Early in January the city started enforcement of the war time "brown out". . . . March 8, the flood wall got its first real test, when the river stage reached 60.8 feet. . . . Under old conditions, water would have been about a foot deep on Third and Center. . . . April 12th, the News boys cried extra about 6 p. m.—President Roosevelt had died suddenly. . . . Business was suspended during the funeral hour.

May 8th, the city declared a holiday for V-E Day. . . . Rev. James H. Cotter was elevated Monsignor on May 10th. . . . May 30th, the high school held memorial for 36 of the Alumni lost in the war. . . . Seven mothers received diplomas at the I. H. S. for sons in the Armed Forces.

The air raid siren set off the V-J celebration on August 13th and a noisy time was had by all. . . . Boy Scouts collected 36 tons of paper the Sunday



following. . . . J. Herschel Hardy of Minn., purchased the Hotel Marting. . . . Dennis Callahan, veteran chief of police retired. . . . Frank Garland Wileman succeeded him.

The 7th war bond drive went over the top for \$101,000. . . . J. H. Staley purchased the Rist drug store. . . . Hudson Bros. Post organized—named in honor of brothers, both lost and unaccounted for in the Pacific war theatre. . . . Frank J. Goldcamp Post American Legion sponsored a bond issue for a Memorial Recreation center and auditorium which voters defeated—the only defeat ever regretted since in the city. . . . The total county vote was 4,181 to 3,579.

BARRETT DIVISION IN 1946

The Allied Chemical and Dye Co., erected the Barrett Division on south Third street across from the Semet Solvay plant, and this plant the past three years has grown and expanded each year, including the present. . . . The Elm street underpass at the N. & W. crossing was completed. . . . Frank J. Goldcamp American Legion Post purchase the Cloran building on Second street and now have a three story home with fine auditorium.

This was the year that "Killroy Was Here". . . . Leggett's department store opened on September 12th. . . . Charles Frecka became the first full time City Recreational director. . . . The Junior Chamber of Commerce installed street markers on all principal corners. . . . The Amvets organize a post to become the sixth active veteran organization in the city.

The Briggs Library was made a part of the state and county library association and new directors were appointed. . . . The Loyal Order of Moose present the community with an iron lung. . . . The U. S. Veterans Administration open an office. . . . The Ironton News started seven days a week by issuing a Sunday edition, on April 7th. . . . The

Lions Club revive "Melodrama with a series of shows staged by the membership. . . . "Dirty Work At The Cross Roads" and "Orphan Nell".

METHANOL PLANT IN 1947

The Barrett Division of Allied Chemicals erected a methanol unit in 1947. . . . Rev. Ambrose W. Shilling broke ground October 28th, for a new St. Joseph church, Fifth and Chestnut streets. . . . The Sexton business building erected on Third and Vernon. . . . Dr. C. H. Ross erected the first medical center building on Park Ave. . . . First federal housing units completed.

Ironton's face was red when 66 FBI agents swarmed on Third and Buckhorn, November 27th to close the Red Light Nest. . . . City voted wet 4,139 to 2,139 at first test election since repeal of National prohibition.

Monsignor James H. Cotter, priest 66 years and in charge of St. Lawrence parish since 1889 passed on December 9th. . . . Christmas Savings Club checks totaling \$180,000 made a Merry Xmas for many as the popular song of the year was "Open the Door Richard."

"MASTER PLAN" IN 1948

James Gregg, planning consultant was employed by the Board of Trade July 20, 1948 to make a study of regional planning for zoning and industrial expanding, which during the Centennial year is still in progress. . . . January 1st, Henry Stanley became City Manager, the fourth since the plan was adopted 18 years ago.

This was the year of the "New Look" and the Ohio river reached a stage of 61.9 feet in January and the flood wall did a "master job." . . . Mrs. Fon Sexton became the first woman to be bank president when elected by the directors of the Citizens National.

Gallaher Drug Co., open the largest store of its kind in the Tri-State on Third above Park Ave. . . . At the suggestion of the Board of Trade City Council named a Centennial Commission for a celebration in 1949.

THE CENTENNIAL YEAR 1949

Five new buildings were completed before the Centennial celebration—Allen Auto on Third and Quincy, the First Federal Savings and Loan on Center street, the Kroger Super Market on Third and Adams. . . . Ironton Aerie No. 895, F. O. E., completed their recently purchased buildings into one lodge home and held formal opening August 4th. . . . The new RoNa theatre—the tri-state's finest, opened August 9th.

Alpha Portland Cement Co., awarded the Holmes Safety trophy for having 15 injury free years in mines in 24 years, and presentation was made 575 feet down in the mines at a dinner attended by 100 guests and workers.

Public program was held for the corner stone at the addition of the General hospital on July 31st.



THE OLD PALACE HOTEL
Front and Lawrence Streets

-- The Story of the Iron Railroad --

The Iron Railroad was not the first railroad planned by the pioneers who developed this region. At first it was thought that a line might be built from Hanging Rock to give an outlet to the furnaces back in the County. But construction from Hanging Rock never went beyond Newcastle, except that a horse-powered tramway went on to Pine Grove. But on the short Hanging Rock line, there was a locomotive ("the "Shawnee") as early as 1848.

The next year (1849), interest shifted to Ironton as the best river port and railroad terminus. The Iron Railroad was incorporated March 17, 1849, to build to the south line of Jackson County and possibly on to Hamden Junction of the Marietta & Cincinnati (later B. & O.).

The building of the tunnel, 1020 feet long, delayed opening the Iron Railroad. It finally was ready for traffic from Ironton to Centre (13 miles) in December, 1851. Construction beyond Centre was delayed because another tunnel was necessary, and the Railroad was never built further in that direction.

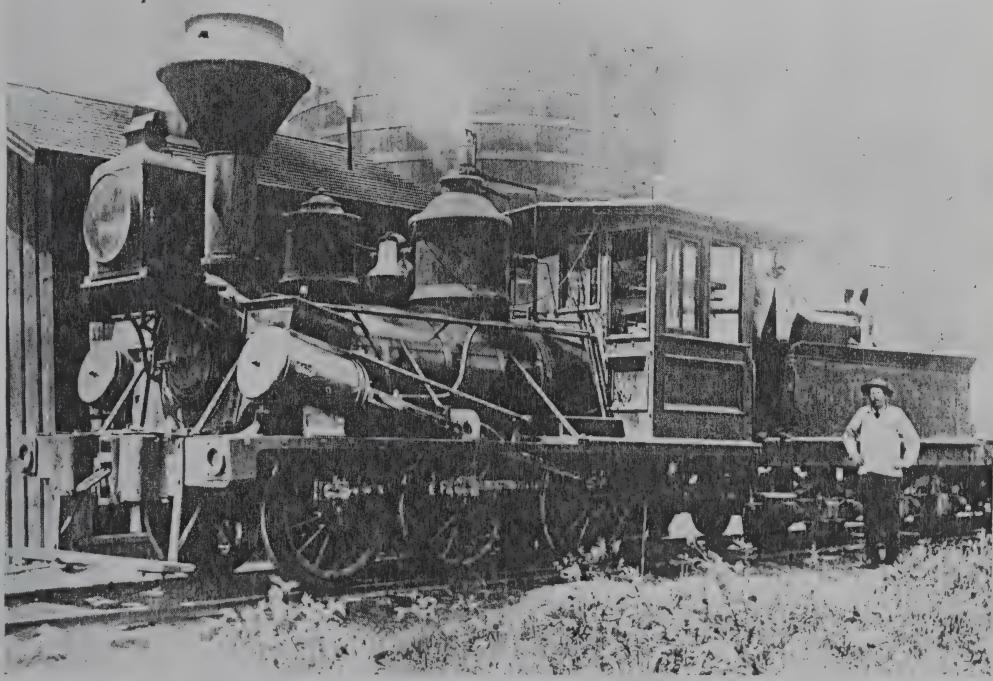
The records of the Morris & Essex Railroad (later, Delaware, Lackawanna & Western) in New Jersey show that their locomotive "Essex" was sold to the Iron Railroad October 2, 1851. The "Essex" was built by Seth Boyden in Newark, N. J., and

was similar to the first Morris & Essex locomotive, the "Orange", of which a drawing is preserved. It weighed six tons and had a cylinder of only 8½ inches diameter. There was but one pair of driving wheels, and a four-wheel front truck.

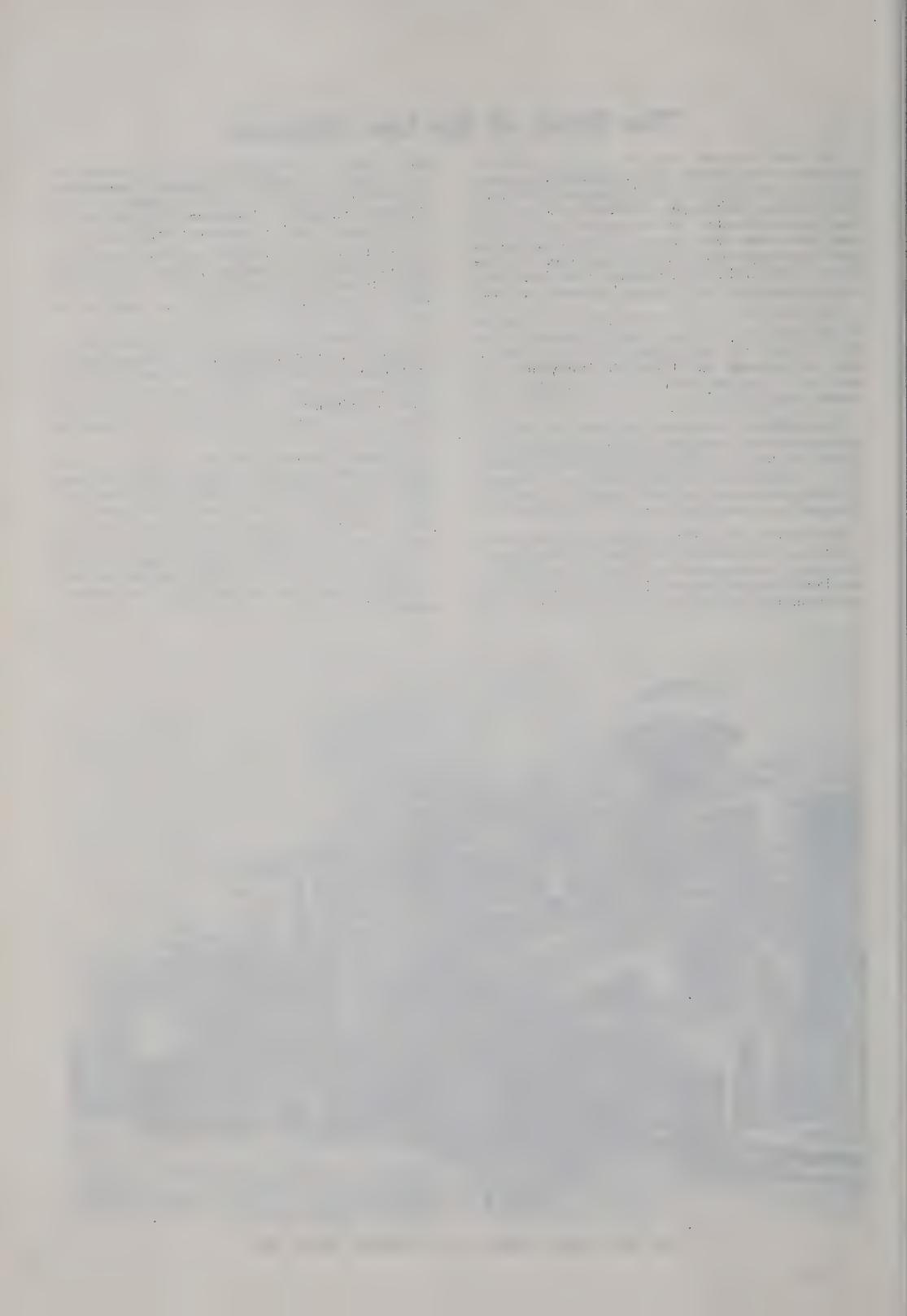
The "Essex" was shipped by rail to Buffalo, then by Lake Erie to Sandusky, from there to Cincinnati by rail, and finally by boat to Ironton. A yoke of oxen pulled it up from the river to the tracks on November 20.

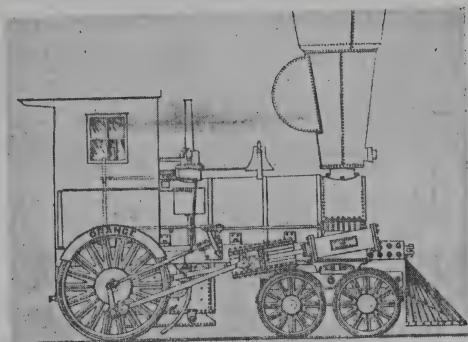
The following year a second and much heavier locomotive was secured from the builders, M. W. Baldwin & Co., Philadelphia. This had eight drivers, four on a side, no front wheels, and very slanting cylinders. These first two locomotives were built to burn wood, but worked all right as coal burners.

The third locomotive was the "Lawrence." This came in April, 1854, by river from the builders, Niles & Co., Cincinnati. It was built to burn coal. There is no picture or description of the "Lawrence," but it doubtless had four front wheels and four drivers, like the "Sidney" built the year before for the C. C. C. & I. (Big Four). Niles built locomotives only from 1852 to 1861, and all but one of which pictures can be found are of that general pattern.



THE "OLD MOUNT VERNON" AS IT APPEARED ABOUT 1889





THE IRON RAILROAD'S FIRST LOCOMOTIVE.
The "Essex" Resembled the "Orange". The "Orange" was
Built just after the "Essex" by the same builder

The iron bridge just back of Ironton took the place of a wooden bridge in 1860. It was 94 feet long and regarded as an unusual engineering feat. It continued in use until about 1915. For the first few years there was a trestle on Railroad Street, to carry the tracks over Rachel Creek between Third and Fourth Streets, until the culvert was built and the approaches filled. Up to 1893, a deep ditch known as the "Railroad Gutter" ran on the south-east side of the track from beyond Seventh Street to an inlet near Rachel Creek.

The next locomotive apparently was not acquired until June, 1863, when the "Mount Vernon" arrived from the Baldwin works in Philadelphia, again by boat. The "Mount Vernon" must have weighed about 18 tons. It had very slanting cylinders, and the connecting rod was attached to the rear one of the three pairs of drivers, instead of the middle pair as was the later practice. It had no leading wheels. It cost \$9,450. This was in war time. The railroad reported having 50 employees. Three locomotives were reported, the "Essex" apparently having worn out.

There were no furnaces in Ironton yet at that time. Of freight cars, the road had 60 coal cars and 10 pig iron cars. Both coal and pig iron were carried from rural mines and furnaces to the mills which were operating in Ironton, and possibly some was shipped elsewhere by River, but there seems to be no information regarding facilities for reloading on boats or barges.

The "Mount Vernon" was well-known to a number of persons still living. It carried the number "5", though it seems to have been the fourth in order. It continued in service to 1891. Its musical bell was long used afterward to give signals at the tie hoist.

Another locomotive was regarded as the No. 4. This was built in the Iron Railroad's own shop in 1867. It was only a $3\frac{1}{2}$ ton locomotive, and smaller than the "Essex" and much smaller than the other locomotives. It was called "Little Aetna," and credit was given to Mr. Perry Scott, Superintendent, for introducing improved features, especially a feed-water heater. (Few locomotives had these until many years later.) One wonders why so small a

locomotive was built. Manuel Clark, who was a brakeman on the coal train drawn by the "Little Etna," spoke of it as having ample power to pull the train, but weak in stopping it. It some features this little locomotive looked like the "Essex," with cylinders of small diameter and inclined, and with a single pair of drivers.

The small passenger car with only seven windows which it is drawing in the picture was built in the Railroad shops by Clem Roetting and assistants, and painted by B. V. Hicks. It was in the roundhouse yard for years, until taken by C. C. Clarke home as a playhouse, for which it was afterwards used also by the Andrews family. A news article on May 1, 1867, states that there began the first "all passenger train service," and that before that passengers were carried on freight cars with benches.

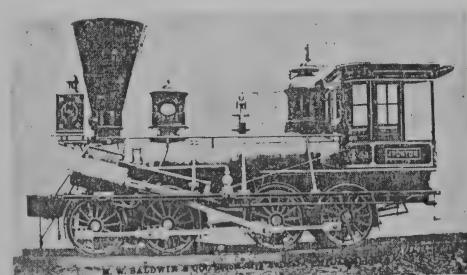
However we find mention in 1860 that "the passenger coach will be operated on coal trains on Monday, Thursday and Saturday only." In 1853, when the Dan Rice circus was in town, it was stated that the Iron Railroad handled 1200 people, using "all types of cars."

In 1867 the Iron Railroad was reported to be very busy. Early in the year it was reported that there were two trains daily to Centre. Later four trains were listed, but probably two went only to the coal banks a few miles out. When the Belfont furnace was started in 1868, there was new traffic to bring ore and limestone to the city furnaces.

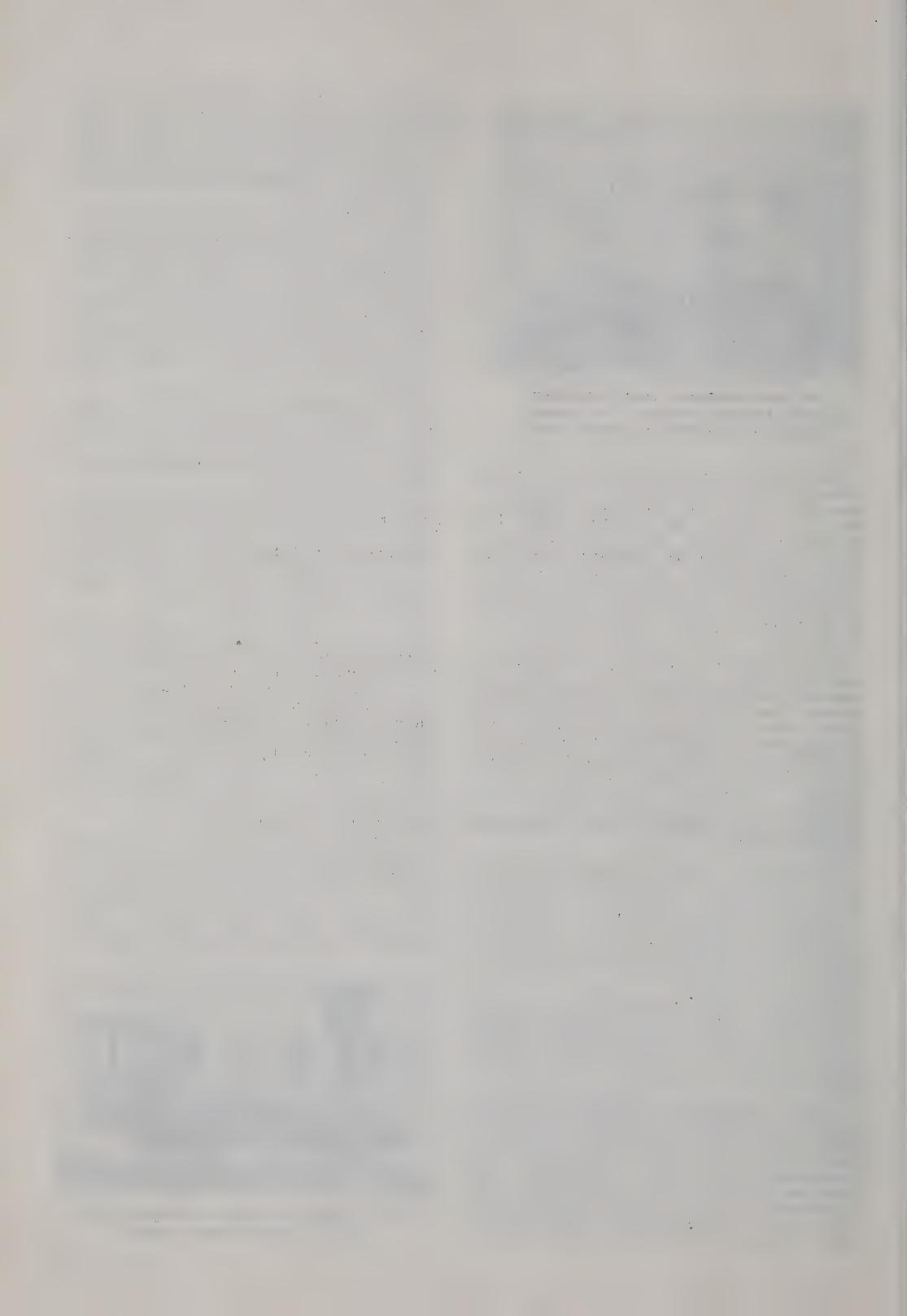
About this time the "Olive" was bought as locomotive No. 6. It was another "Baldwin" and as built had three pairs of drivers and four front wheels. As it kept running off the track about the mills, it was reconstructed with only four drivers instead of six. Its cylinders slanted somewhat and it had almost as striking an appearance as the older "Mount Vernon." An item in 1871 tells of its being artistically repainted by B. V. Hicks. Shops were maintained near the down-town depot until 1874 when they were moved to the roundhouse below where Etna furnace was projected at that time, but not built until several years later.

The "Olive" made its last trip in 1881, when it was damaged by a fire in the depot so badly that it was not rebuilt. It switched the first car on the siding at Ebert's on its last day's work, with John (Joker) Hannon opening the newly installed switch.

In October, 1867, a great effort was made to extend the Iron Railroad to meet the Marietta &



THE "IRONTON" was built by Baldwin in 1854
as the Iron Railroad's Second Locomotive





THE "JOHN CAMPBELL" AS IT APPEARED JUST BEFORE ITS EXPLOSION

Cincinnati (B. & O.) at Bloom Switch, as ultimately was done in connecting the Detroit Southern (D. T. & I.) in 1905. The M. & C. had been built from Hamden Junction through the very corner of the Lawrence County to Sciotoville already in 1854. This project was revived in 1870 and at various times until the coming of the Scioto Valley (Norfolk & Western) was assured in 1881; and a northern connection really came to pass with the building of both the C. H. & D., and D. T. & I., though the former was discontinued.

Number 7, the "Howard," was ordered with only four drivers, and no leading truck, especially to keep the tracks around the mills. It was built by Pittsburgh Locomotive Works, and came on the road in March, 1870. Its weight was 20 tons, and its cost was \$10,000. As delivered its tank had only four wheels, but it was changed to six, and finally to eight. It continued in service until the D. T. & I. took over. For many years it pulled the "coal train."

The eighth locomotive was purchased in 1873 from the Pittsburgh works for \$12,000. This was called the "John Ellison." It was of what by that time was considered the standard American type, with four front wheels and four drivers. It had graceful straight lines and a long tapering cow-catcher. It continued in use until the local railroad was taken over by the D. T. & I.

In 1873 two new passenger cars were reported delivered, so fine that they were "mistaken for Pullmans as they passed through Cincinnati and were loaded on the boat." One of these was described later as "half passenger and half baggage." An excursion on Saturday, June 12, 1873, was described as consisting of this car, "the old car and the new palace car."

As indicated before, the passenger car history is confusing. The old flat-roofed one with a small baggage compartment which was at the round-house years later, and was marked "Ironton, Conway & Centre," could hardly have been the one mentioned, as it was of very old type. Probably the good combination car was destroyed in a fire which damaged the depot and the "Olive." In the description of a Thanksgiving Day excursion in 1877, the newspaper said that one of the two coaches was just out of the shops constructed under

Byard Martin, and that everyone wanted to ride in this which was "luxurious as a palace car." But this was perhaps just the 1873 car refitted.

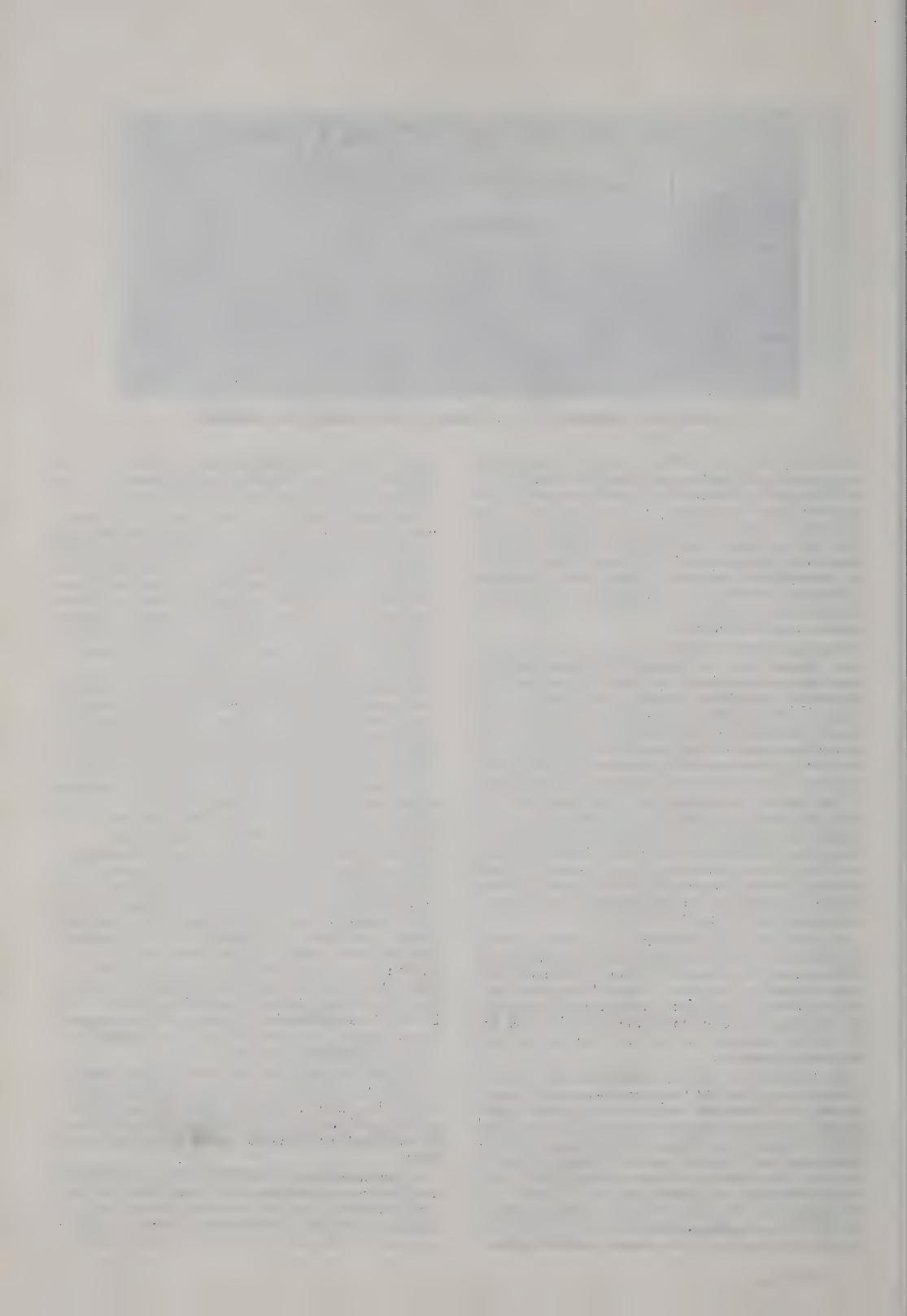
The one spoken of as the "palace car" was I think the modern one with raised roof with transoms and with plush seats, which continued until 1905 and was painted at various times in various shades of red. It carried the number 4. A number 5 came onto the road in 1881, elegantly painted in brown and gold. This I think is the one spoken of above as "the old car," after a good overhauling. It had a flat roof and the seats were not upholstered.

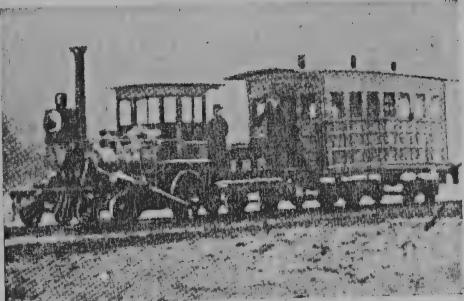
There is a record that on October 8, 1881, representatives of the Charcoal Iron Workers' Association were taken a tour of the charcoal furnaces in "four special cars." In August 1882, the Iron Railroad brought 1200 persons in to see Forepaugh's circus. The next August, many were brought in for Barnum's circus. These last two trains I saw. They consisted of 12 or 14 of the low-sided gondolas across which plank seats were laid, and of the two coaches, Nos. 4 and 5. Each train was drawn by the two locomotives, "Ellison" and "Means."

During 1881, the No. 9 locomotive, "Thomas W. Means," was added, from the Pittsburgh works. The "Mount Vernon" pulled the cable that drew it up on a temporary track from the steamboat. It was quite similar to the "John Ellison," but cost only \$8,000. Like Nos. 5, 6, 7 and 8, it had a diamond shaped smoke stack. It was modified by an extension boiler and straight stack about 1888. A little later a straight stack was placed on the "Ellison," but the Howard remained as built. The D. T. & I. renumbered it 62 and used it for several years, having equipped it with air brakes and having modernized it further.

On July 28, 1881, the Iron Railroad was sold to the Toledo, Delphos & Burlington, which already had a line from Dayton to Wellston, and, when consolidated with the Toledo, Cincinnati & St. Louis in 1883, had a total of 782 miles of narrow gauge track.

A first mortgage of \$500,000 on the Iron Railroad line was made the basis of a bond issue by the new company to pay for the Iron Railroad, the old owners taking just a few shares in the T. D. & B. company. This financing scheme was unstable,





LOCOMOTIVE "ETNA" AND SMALL PASSENGER CAR
Both Built in the Ironton Shops in 1867

and in June, 1884, by court orders, the railroad plant that had been the Iron Railroad, together with portions from Delphos to Dayton, and from Dayton to Bartles (Dean) was sold to a committee of the bond-holders.

The 39 miles to connect the Iron Railroad tracks near Bartles with the T. C. & St. L. at Ironton Junction, 2 miles west of Wellston, were completed in 1883. Early that year trains began coming to Ironton from Wellston, a third rail being laid between the Iron Railroad's rails for the T. C. & St. L.'s three-foot, narrow gauge, locomotives and cars. The "narrow gauge" went through another reorganization, with the name changed to "Dayton & Ironton," some time before it was converted to a standard gauge line in 1887. The width of the Iron Railroad having been 4 feet 10 inches, it was changed to 4 feet 8½ inches, all in one day, April 6, 1887. Before that, standard gauge cars had been used at times on the Iron Railroad track, but because of the 1½ inch play had to be handled carefully, and at least one bad wreck occurred from their derailment.

Some time near the above date in 1887, the Iron Railroad became independent of the line with which it connected and remained independent until purchased by the Detroit Southern (D. T. & I.). The Dayton & Ironton went into control of the Cincinnati, Hamilton & Dayton Railroad, but was operated under the names Dayton, Ft. Wayne & Chicago, and then Cincinnati, Dayton & Ironton for a few years. In the break-up of the C. H. & D. in 1909, the Baltimore & Ohio obtained control and the tracks from Ironton Junction to Dean was abandoned. The D. T. & I. had meanwhile been completed with the aid of 24 miles of trackage rights over the B. & O. Wellston to Portsmouth line, which gave the B. & O. practical entrance to Ironton anyway.

The "John Campbell," No. 10, was the first big locomotive of the Iron Railroad, and was built by Baldwin in 1892. It had four front wheels and six drivers. The tender was sloped for switching. This and Nos. 11 and 12 were equipped with air brakes and knuckle couplings. The "John Campbell" exploded on the river incline, which had been installed to transfer cars by ferry to Ashland, on June 11, 1898, at which time Robert Royer and Thomas Hobble were killed and Andrew Foit seriously injured. The "John Campbell" was however rebuilt in the Ironton shops under Dave James and put back in service in 1899. The Olive's bell, which had been

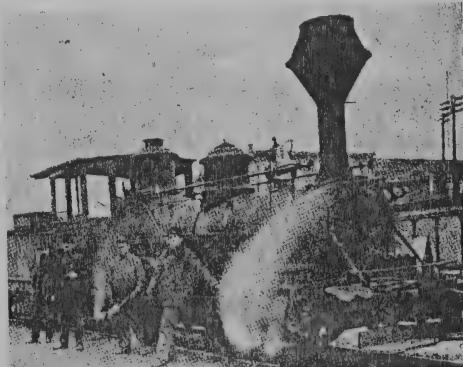
preserved, was mounted on the John Campbell when it was rebuilt. It became No. 64 of the D. T. & I. and was kept in service until about 1918.

When the "John Campbell" exploded, a new locomotive was ordered from Baldwin which was somewhat lighter. This was No. 11, and named "Charles R. Batt" for the Secretary of the Company, who lived in Massachusetts. This locomotive had just one pair of front wheels, but six drivers. It was delivered in April, 1899. It became No. 63 of the D. T. & I.

The last locomotive was the largest. It never bore a name, but was Number 12, and had four front wheels and six drivers like the "John Campbell," but was considerably heavier. It was built by Baldwin, I think in 1902. It was especially ordered to have a heavier locomotive for the transfer to Ashland. Number 12 became No. 65 of the D. T. & I.

As to the freight cars, apparently the original good cars were gone before my day and I never knew what they were like. Of the cars in use in 1881, there were 119 short four-wheeled coal cars which were also quite low for ease in loading and unloading. These were switched about the mills to various places near to where the coal was to be used. Their capacity was about 5 tons. There were also 119 low-sided gondolas used mostly for ore and limestone and pig iron, but to some extent for merchandise. The coal cars were numbered 1 to 119, and not lettered at all. The ore cars had been bought in three series, but were only slightly different from one another. Cars 501 to 588 were yellow, though of two different styles of painting and lettering, the letters being I. R. R. Cars 589 to 619 were red and all quite new in the early 80's. They were lettered IRON RAILROAD COMPANY. About that time, they began rebuilding the earlier gondolas, and as they were rebuilt they were all painted red and lettered I. Ry. Merchandise was carried on the trains in these open cars, but there were heavy tarpaulins to throw over the fragile shipments, or for rain.

About 1895, the Railroad purchased from the Southern Car Co., thirty new gondolas of forty tons capacity. The old gondolas had a limit of 17 tons. These new cars were made to the best standards



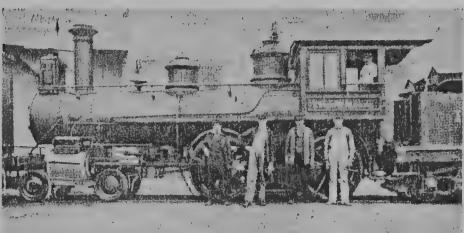
THIS PICTURE OF THE "HOWARD"—shows also the three Hannons, Earl, Arthur (Mayor), and John, their father the fourth man is Lawrence Hill

of their day with air brakes and Janney couplers, while all the older cars had only hand brakes and link and pin couplers. However I was told that the southern wood in the new cars was not so good and most of them did not survive for use by the D. T. & I., although a few were renumbered and used by that road. They bore the Iron Railway numbers 1001 to 1030. Three other extra long freight cars were built in the Ironton shops for certain kinds of work and numbered 620, 621 and 622. They along with all the old equipment could not be used by the D. T. & I. because they did not have the interstate requirements of air brakes and automatic couplers.

The only other item of rolling stock of the old road was the two cabooses, both built in the Ironton railroad shops about 1886. Up to that time the brakemen had ridden the trains without any protection. They were both four-wheeled, and No. 1 was peculiar in having side doors which could be opened. It was marked "Iron Railway 1", while the second was just marked "Caboosse 2."

In the busiest period in the 1880's, the usual schedule provided a "passenger train" (mixed train) to Centre and return twice a day, usually hauled by the "John Ellison"; an "extra freight" train, usually hauled by the "Thomas W. Means," twice a day to the ore and limestone mines about that far; and the "coal train," was pulled by the "Howard," also twice a day to the mines near Vesuvius. The passenger engine was always turned about the Y at Centre, but the other locomotives went out tender first and returned front first.

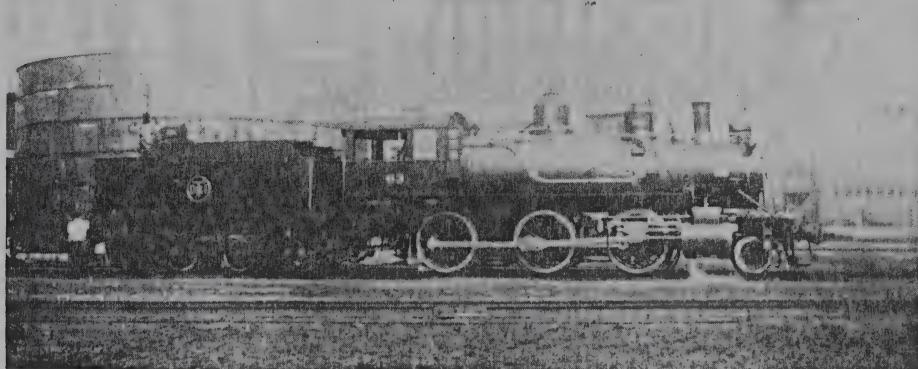
An especially long train of 24 cars on June 29, 1876 was described as composed of 11 cars of iron ore, 4 of limestone, and 9 of pig iron, and as having a total of 246 tons, which is just a little over 10 tons per car. I never saw an ore and limestone train on the Iron Railroad of over 16 cars and the coach, but there were coal trains of even 60 cars—the small ones described above.



"THOMAS W. MEANS" AS IT APPEARED ABOUT 1891
It was Built in 1881

The Iron Railroad had a good many wrecks, which several times left them short of locomotives. They rented from Means, Kyle & Company at Hanging Rock their four-wheeled, saddle tank locomotive which bore the number 1, although it was probably built about 1880; several Scioto Valley locomotives; and one of the Baltimore & Ohio Southwestern. The Chesapeake & Ohio also furnished a switch engine for a number of years to help handle the transfer freight which came from their line at Ashland. When all furnaces and mills were running, and much ore coming over the C. H. & D., the tracks were crowded with cars, and every available locomotive was at work.

C. C. Clarke was a leading force in the management of the Iron Railroad from 1879 until after the D. T. & I. merger. D. L. Ogg was one of its employees or officers from 1883 on. Mr. Clarke had a collection of photographs and clippings, etc., but they were not preserved. One of these men might much better have written the road's history. Much could have been contributed by D. J. James, John Hannon, Floyd Barker and Lawrence Hill. Earl Hannon of Ironton is the only one of the old Iron Railroad workers who survives.



THE D. T. & I. NO. 63 WAS THE FORMER "CHARLES R. BATT".
No. 11 of the Iron Railroad

The First Churches of the City

There are few phrases that describe Ironton more accurately than "A City of Churches".

Standing on the post office steps, seven churches are within 300 feet in three directions—the First Presbyterian, the First Methodist, the St. Lawrence Catholic, the St. Paul's Lutheran, the Christ Episcopal, the First Baptist and the old Congregational, now the United Brethren.

The oldest of the church edifices is the First Baptist, Fifth and Vernon, erected in 1854, and the newest is St. Joseph, Catholic, at Fifth and Chestnut streets, completed in 1949.

When the town was laid out, the Baptists were already established with a church on the north side of Storms Creek, which water was the lower corporation limit of the town. This church had been erected by Rev. John Lee.

The first church to be erected within the limits of the town was Spencer Chapel, by the Methodists, in 1852, on Fifth just below Center. This



THE FIRST GERMAN LUTHERAN CHURCH

Built with High Board Fence in 1859. Replaced in 1903

building was replaced by the present First Methodist Church in 1893.

The same year the Methodists organized, the Presbyterians held meetings, and on Thanksgiving Day 1852 their first church on Fifth below Railroad was dedicated. The present church was built adjoining the first church which was built in 1873, and rebuilt in 1882.

St. Lawrence Catholic church was organized in 1853, the first church built in '54, and the present church in 1891.

The Baptists erected their present church in 1854, and this remains the oldest of the houses of worship in the city.

The Episcopalians organized in 1854 and erected their first little frame building, and the present stone Christ Episcopal church at Fifth and Park Avenue was erected in 1896.

In 1859 the German Lutherans, who had been organized in Hanging Rock since 1844 built their first church. The present church was built in 1903.

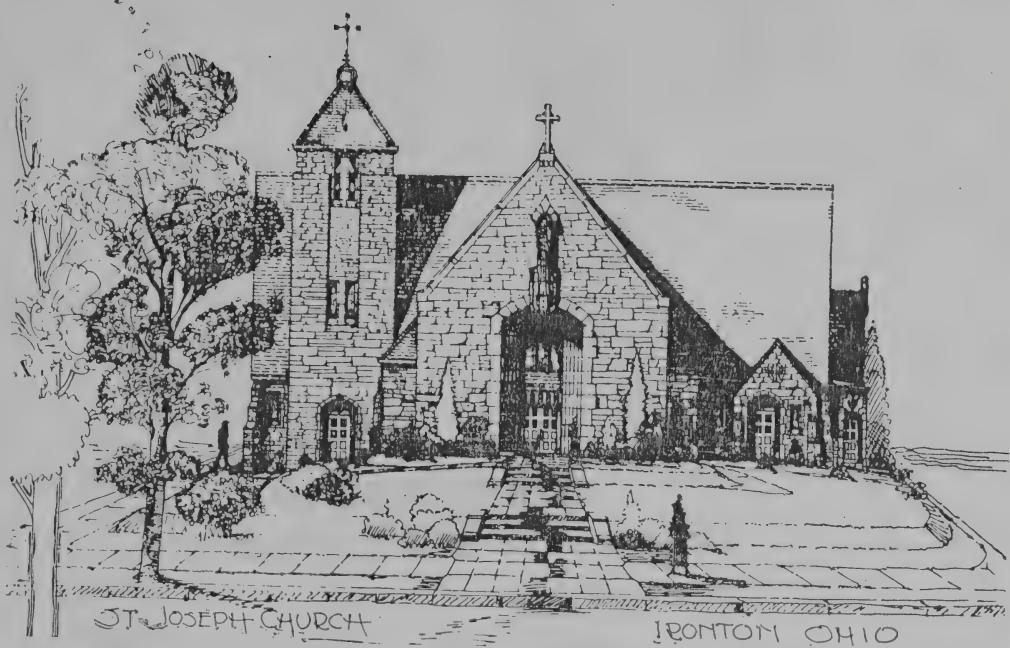
The Welsh Congregationalist built a church on Fifth and Mill in 1855.

In September 1854 the weekly newspaper carried announcements of church services for the Welsh M. E. United Brethren, Welsh Calvinistic all holding services in either the Pioneer School house, or the court house.

The St. Joseph Catholics dedicated their first church on September 21, 1864, built a new church which was dedicated on Thanksgiving in 1889, and this fine large edifice was damaged and abandoned during the flood of 1937, and the third church, the present one was dedicated during the Centennial year.



ST. JOSEPH CHURCH
Before the 1937 Flood



IRONTON'S NEWEST CHURCH, ERECTED DURING THE CENTENNIAL YEAR

Fifth and Chestnut Streets

Wesley Methodist church, Fifth and Etna was dedicated March 27, 1869. It was destroyed by fire in January, 1913, after which the membership united with the Spencer Chapel to become the First Methodist.

In 1872, the newspaper listed 16 churches, and in 1873, the fine stone Congregational church on Sixth and Vernon as erected.

The German M. E. Church, established in 1884, was first on Fifth and Washington streets, and later moved to Fifth and Monroe, and then later the name as changed to Immanuel M. E. Church.

The Central Christian Church was first on Third and Washington streets, and in 1910 the present church on Fifth and Quincy streets was erected.

The colored M. E. Church was established in 1857, and the Tried Stone Baptist some years later, then the Fourth Street Baptist, and today there are five colored churches in the city.

As the city grew the number of churches increased, and among those erecting buildings of worship the past half century include the Sedgwick M. E., United Rescue Mission, United Brethren, Lorain Street Baptist, Pine Street M. E., Sydenstricker M. E., the West Ironton Mission, the Nazarene and others.

Today, there are about 35 churches listed on the church directory of the city, many large and many

small, all doing a splendid religious service for the community.

Among the pastors of the churches, there are two interesting and unique records. Monsignor James H. Cotter celebrated his golden jubilee as the pastor of St. Lawrence, coming to Ironton in 1891 and going to his eternal reward in December 1947.

Rev. W. H. Hampton, of Christ Episcopal church came to Ironton in 1893, and after serving the church 37 years, retired and observed his 80th birthday. During that period he officiated at more than 1,200 funerals, and over 1,000 marriages, many of which were after he became pastor-emeritus.

All major protestant faiths are represented in the Ironton Ministerial Association, a very active group for better things for a Christian city.

As a part of their religious training, the churches promote young people's recreational and cultural programs. Boy and Girl Scout troops, Cub packs and Brownies are sponsored by many churches.

A number of fellowship groups and youth church members conduct their own services, produce entertainments and participate in a variety of church activities.

St. Lawrence and St. Joseph's Catholic churches administer their own parochial schools and high school.

The Schools from the Beginning

The first school in Ironton was taught during the winter of 1849-50, in a house built by Berdine Blake, on Front street. . . . The little brick house was next to Dempsey's flour mill. . . . The town had only been named six months when school started.

Dr. J. J. Wood was the first teacher, and established his school with thirty scholars. . . . Fees were charged those able to pay. . . . The nearest school was taught by S. P. Calvin, near Kelly's cemetery, which is now a part of the Ironton incorporation lines.

During mid-winter, a meeting of citizens was called at the Blake home for the purpose of building a school house. . . . John Campbell presided, with S. R. Bush, secretary. . . . Others in attendance were P. Murphy, D. W. Vogelsoong, M. Gillen, Berdine Blake, John Hamey, Jas. Smith and perhaps others. . . . Resolutions to build a school were adopted.

The Ohio Iron & Coal Co., offered a lot on the corner of Fourth and Center streets which was accepted. . . . John Campbell, Shepherd Luke and Wm. D. Kelly were named trustees, and raised \$440. . . . Gifts to build the frame building were as follows: John Campbell, \$100; W. D. Kelly, Stephen Daniels, James M. Merrill, Irwin J. Kelly and James W. Means, \$25 each; Morris Jones, \$20; H. Crawford, W. E. R. Kemp, Caleb Briggs and John K. Smith, \$10 each and other smaller gifts.

The first teacher at this building which became known as the "Pioneer" school, was Josiah McClain. . . . It is interesting to know this first school building later became the home of Jerre Davidson, a former postmaster, and also the law office of Col. Carmi A. Thompson, M. W. Russell and was last owned and occupied by Atty. Earle E. Stewart. It was on the location of the Ohio Power Co., building, after being moved there when the Odd Fellows temple was erected.

When the fall term for 1850-51 started Mr. and Mrs. J. McCain had over 100 students enrolled, and were assisted by a young man named J. W. Roberts. . . . Before the end of the term Roberts went to Iowa

and was married, and returned with his bride. . . . He was elected the Recorder of the Village of Ironton and died on the night of his election, April 19th, 1851 at the age of 24. . . . His body was removed from its first burial place near the tunnel location to Kelly's cemetery.

Miss Lucy Young took over the advanced girls and taught them at her home which was just above town, now the location of Monroe street. . . . On Saturday night, May 10th, 1851, Mr. Andrews, chairman of the executive committee of the State Teacher's Association came to town in behalf of Union School System. . . . Following his visit, an election was held on Thursday May 22nd to vote on the school issue. . . . This first election was held in the school house.

Jonas Roadarmour was chairman, T. S. Kirker, assistant chairman and Fletcher Golden, clerk to count the ballots—36 in all, with one vote only against the school. . . . On June 2, there was another election to choose a Board of Education. . . . John Peters presided, S. R. Bush was secretary, and Thos. Murdock, T. J. Langshore and S. E. P. Parsons were Judges, with J. N. Kidd, clerk.

The men elected to the first school board were John Campbell and John Peters for three years; James Kelly and W. D. Kelly for two years and S. R. Bush and Thomas Murdock for one year. . . . The first meeting of the Board took place in the Iron Railway office June 7, 1851. . . . Three Examiners were named, Dr. C. Briggs, Neal McNeal, and Dr. J. P. Bing.

At the meeting on August 30th, 1851, Charles Kingsbury was employed as superintendent, salary \$600 per year. . . . He was authorized to employ William Ward as teacher at \$300 a year. . . . The school year was divided into two terms—September 1st to March 1st, and March 15th to July 15th. . . . As the school house was owned by those who subscribed money to build it, the basement of Spencer Chapel was rented for the first Union School, but the basement was over crowded and classes were held in the Pioneer building with Miss Emily Wait, teacher.



ST. JOSEPH HIGH SCHOOL—ERECTED 1924

The first official visitors named by the Board were Rev. Jos. M. Chester, Presbyterian minister and Rev. W. T. Hand, Methodist minister. . . . R. M. Stimson, editor of the Register was named to fill a vacancy on the board of examiners.

The term of 1852 began with two more teachers being added to the staff, Miss E. A. Rankin and Mrs. Moore. . . . By the end of the term of 1852, 304 pupils were enrolled. . . . In March the Board decided a school building was necessary, and the Ohio Iron & Coal Co., again was called upon and gave the Union School System the lots of Sixth street between Vernon and Washington streets to Seventh street.

In June 1852, the people voted to borrow \$5,000 to build a school. . . . Meanwhile, when the school term started a room in Union Hall was rented because of the large enrollment and the additional

and Dudley—four of whom taught in a frame house where the West Ironton school was established that year.

From this time on, the schools advanced and improved each year. . . . New buildings were erected as the town grew until today, the city has among the finest schools and buildings in the state. . . . The Ironton high school, erected in 1922, it without question the most complete unit to be found anywhere—a school with an auditorium seating 1,500, with modern stage and all entertainment facilities—a cafeteria, kitchen, home economics rooms, work shop, gymnasium and swimming pool all under one roof. . . . Adjoining is the athletic field, club house and stadium seating 3,300 under roof and adjoining this is the vocational building, one of the most completely equipped in the state for big undertakings.

The two most recently constructed school buildings are the Campbell and West Ironton, which were replacements under federal grants for older buildings. . . . These were erected and dedicated since 1939. . . . Other buildings include the modern Kingsbury, Lombard, Whitwell, Central and Lawrence street building, which is the oldest.

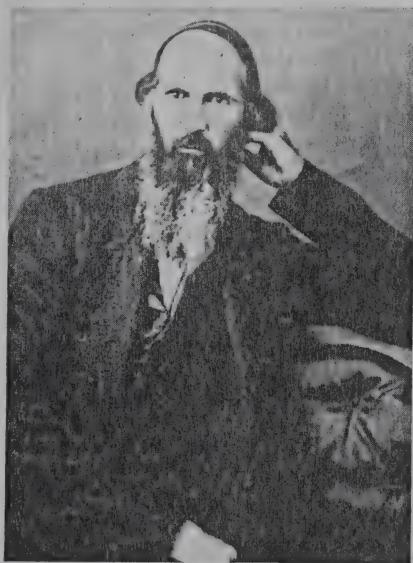
The first graduation exercises of the schools were held at Spencer Chapel, June 27th, 1867. The graduates were Misses Mercy Gibbons, Lou Phillips, Mary Richey, Helen Ricker, Julia Sheppard, and Charles E. Walton, who became a doctor at Hamilton, Ohio, and in 1888 was a noted surgeon in Cincinnati. Miss Phillips became principal of one of the Columbus schools.

There were no graduates in '68. . . . From the class of '69, George W. Steece became a lawyer of ability in Minnesota; Thos. W. Raine a successful business man in Pennsylvania; John O. McDonnell, a physician at Delaware, Ohio; James H. Winters, a Regular Army captain; Charles F. Creighton, a Minister and was Professor of Moral Philosophy at Nebraska University. . . . Other members of that class were Misses Edith Leete, Sarah Corey, Anna E. Dean, Evelyn Hamilton, S. W. Morris and James E. Lawton.

Members of the class of 1871 were 8 girls and no boys. . . . Two of the ladies were employed as teachers in the school, Misses Jessie Johnson and Miss Sarah Ross. . . . Miss Ross started teaching in 1872 and was retired in 1908. . . . The class of '72 listed 8 girls and no boys and the class of '73 six girls and no boys. . . . Of this class, Misses Emily Johnson and Martha Thomas became teachers and taught until 1906.

The class of 1874 broke the spell and one boy graduated, and became Dr. Theodore Livesay, who was prominent in Columbus until the twentieth century. . . . In 1875, the schools adopted a four year high school course instead of a three, hence there were no graduates. . . . The class of 1876 was known as the "Centennial Class" because of the great Exposition that year in Philadelphia. . . . Seven girls of this class departed from the usual custom and wore calico dresses, much to the discomfort of Supt. Farewell, who delivered the diplomas in dress coat and white kid gloves. . . . There were 14 in the class of 1877 and in 1878 the record was broken with 23 graduates.

Down through the years, many of today's prom-



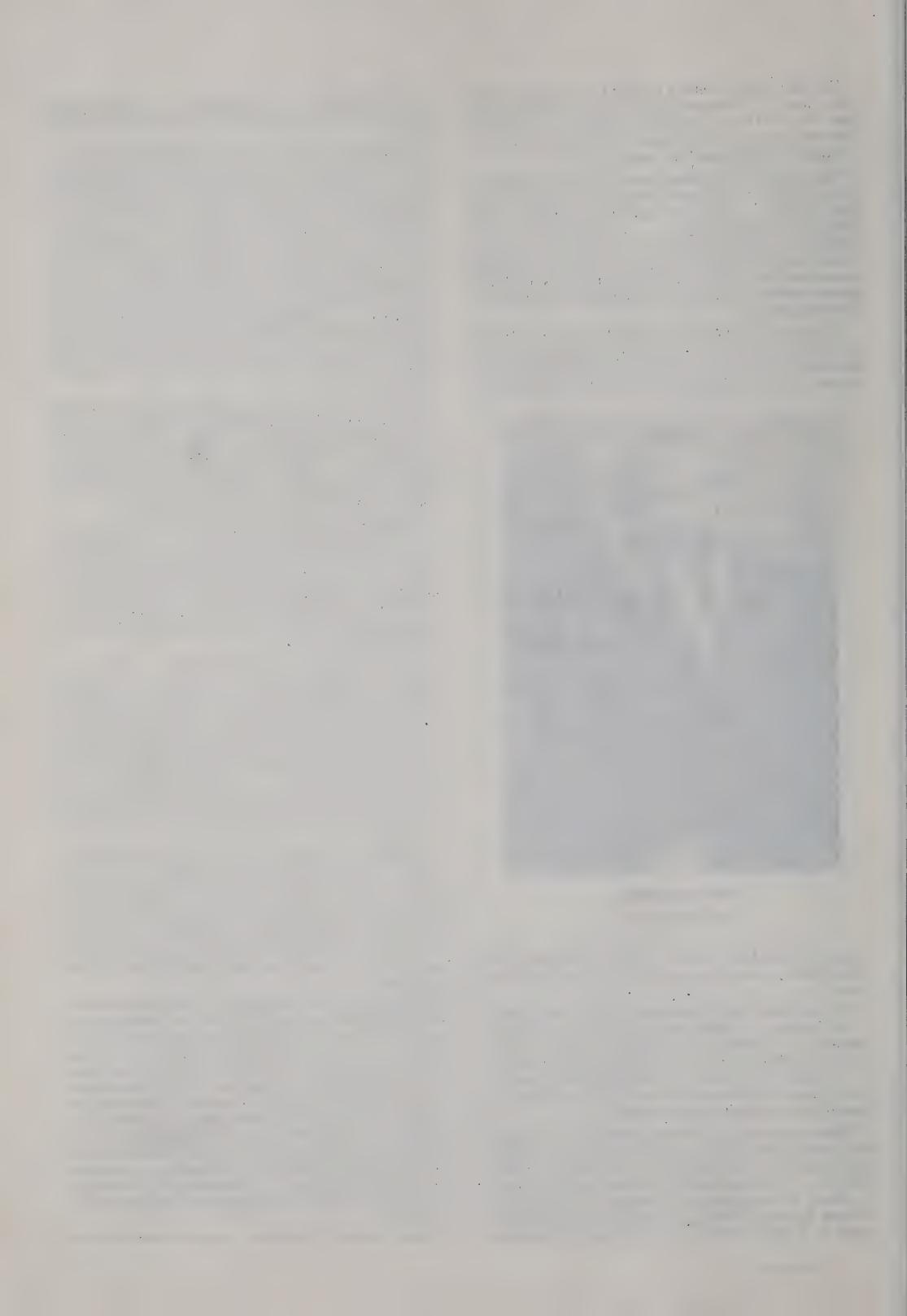
CHARLES KINGSBURY

First Superintendent

teachers were Lucy Young and M. F. Moxley, and Miss Turney was employed for the room at Union Hall.

At the School Board election in 1853, Thos. Pugh, J. A. Richey, J. Hambleton and Dr. Briggs were elected. . . . Meanwhile Jas. Peters resigned and Dr. N. K. Moxley was elected to fill the vacancy. . . . In the fall of '53 Supt. Kingsbury was given a year's leave of absence to go to college, and J. B. Beach was elected superintendent.

When the term of 1853-54 started, Supt. Kingsbury was back and new teachers added were Watson Clark, C. T. M. Kemp, Miss Wheeler and Mrs. Beach. . . . The new school building was completed in April '54 and the first teachers J. W. Metcalf, Misses Moxley, Newton, Watkins, Turney, Wakefield, S. J. McConnell, C. A. McConnell, Henshaw





THE NEW CAMPBELL SCHOOL. Sixth at Mulberry and Walnut Streets

This new building was planned and erected with Federal aid together with West Ironton building, from 1935 to 1937. Members of the School Board during this period were Dr. Chester A. Casey, president; Carl W. Moulton, vice president; Chas. A. Smith, Homer Fuller, Howard Unruh, E. E. Corn, Geo. W. Fritts and Stan Morris. Miss Margaret Lambe, Secretary-Treasurer; F. A. Ross, Solicitor; John A. Miller, Superintendent.

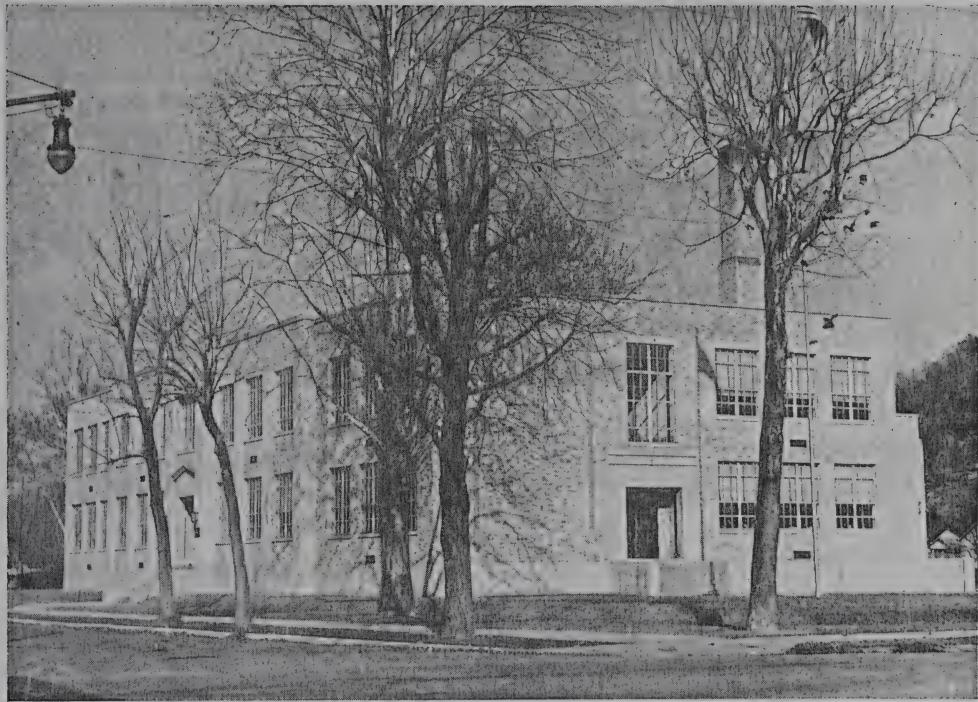
inent men and women, including Generals, Statesmen, Doctors, Lawyers, and successful business men are graduates of the Ironton High School. . . . Dr. Chester A. Casey, a graduate who has served on the School Board the past 14 years, introduced a plan during the Centennial year for a "Hall of Distinction" to be placed upon the walls at the high

school, listing many of the former graduates who have made a name for Ironton.

The Alumni Association was organized June 12th, 1880. . . . In 1888, when the new Kingsbury school was completed, the building was used for the first time by the Alumni, and at that meeting, honorary membership were voted Mrs. Harrie Burr, who later



THE FIRST CAMPBELL BUILDING



THE NEW WEST IRONTON SCHOOL BUILDING

gave the city a home for the Briggs Library. . . . S. B. Steece, a Civil War Veteran, who later served three terms as postmaster and built the Ironton Cement Co. . . . E. S. Wilson, Civil War Veteran, who for a third of a century edited the Weekly Register, and became editor of the Ohio State Journal. . . . These memberships were voted because there were no high school diplomas at the time they graduated.

During the past three-quarter century, the St. Joseph High School, and the Parochial schools of both St. Lawrence and St. Joseph churches have grad-

uated many outstanding citizens. . . . The present fine St. Joseph high school was erected in 1924.

From 1849 to 1900, nine men only served as superintendent of the Public schools—Charles Kingsbury, J. B. Beach, C. A. Hunt A., M. Vandyke, A. H. Farwell, J. S. Wilson, C. F. Dean, A. J. Surface and J. B. Smith. . . . Since 1900, the superintendents have been S. P. Humphrey, T. Howard Winters, N. J. Niter, A. F. Hixon, Jas. T. Beggs, Chas. E. McCorkle, I. Q. Swan, E. L. Porter, Harper C. Pendry, Carl Larson, John Miller, Paul C. Gunnett and the present Supt. E. S. Harrison.



THE IRONTON HIGH SCHOOL

Midnight Fire Alarms - Ironton's Greatest Foe



THE FIRST FULL TIME FIRE DEPARTMENT

Frank Smith the driver, Chief William George in middle and John "Dip" Mittlehauser

Down through the years, the greatest foe in Ironton's history has been a spectacular four-letter word which has often been shouted in the night—FIRE!

"If it burns, Ironton has burned it", might be a good way to express it.

You name it, and Ironton has burned it—every nameable thing in the town, except the hose house has burned at some time or other during the past century.

The court house, the opera house, the Memorial hall, the Masonic Temple, twice.

The city hall, the library, the armory, the Palace Hotel and Wesley church.

The Masonic lodge, the Odd Fellows hall, the Grand Army of the Republic and the Knights of Pythias lodge.

The nail mill, the tack factory, the door factory, the stove foundry, the tannery, the brick works, the laundry.

The Grand theatre, the Empire Vaudeville, the plow works, hoe factory and dried apple house.

The newspaper office, the post office, brewery and wharf boat.

The first big disastrous conflagration occurred April 10, 1865, when the Commercial block and Campbell, Ellison & Co., buildings on Second between Lawrence and Railroad went to ashes.

This fire wiped out two weekly newspaper plants, and the town was without local news when Presi-

dent Lincoln was shot.

Eleven retail stores, law offices, a saloon and lodge rooms were lost.

The next real thriller occurred in January 1888 when the new opera house and Masonic Temple, seven retail stores and post office burned.

The town had several saw mill fires, but the grand-daddy of them all occurred in September, 1897, when the Newman-Spanner and Penn Lumber Co., plants on Front and Adams, and a dozen homes burned shortly after 7:30 in the evening.

Stacks of lumber, 15 to 25 feet high, covering more than two city blocks, provided a spectacular inferno that could hardly be described. The city of Portsmouth sent her steam fire engine on a special train to help check the spread of flames, arriving about two hours after the fire started, when the heat was so near the city water works that all appeared lost.

Ten years later, after the big mill had been rebuilt, at noon on March 22nd, 1908, a reoccurrence of the fire wasn't so spectacular in the day time, but a high March wind lifted the burning lumber piles and started 11 other fires of homes, all at the same time, some six blocks distant from the original fire. Ashland, Kentucky's fire horses this time galloped four miles to come to Ironton's assistance.

Strange to say, the same lumber company made the city's two most costly fires, one at night, and the other at high noon, and the same thing occurred

when the Masonic theatre burned, the first time at night, in 1888, and at high noon in May, 1915.

The disaster of flood followed by fire, occurred twice in Ironton, and strange to say, both times, on the same corner in 1913 and again in 1937. This, too, was a noon occurrence and a night performance.

When the water covered the city streets so the firemen could not get near, Moore Bros. four story cigar factory and other buildings on Second at Lawrence burned to the water's edge, on April 1st, 1913.

During the 1937 flood, the Hutson-Pillar Wholesale Hardware, a four story building burned the night of January 26th, 1937. This building was just across the street from the big loss of 1913.

The town's first fire protection, after the bucket brigade, was a hand pumper. After the water works was built in 1873, the water mains provided fine pressure from fire plugs, and six hose companies with hand reels, and one hook and ladder, were the pride of the town.

During the gay "90's", a combination hook and

ladder and hose wagon with a horse provided from the livery stable just across the street, when the fire whistle, a mocking-bird siren at the water works sounded, gave the firemen more speed than they had been used to.

In 1902, the first full time department was established with a two horse combination chemical and hose truck, at Third and Walnut streets. By 1907, three such two horse wagons composed the fire department, located in three sections of the city.

In 1912, the first motor pumper was purchased, and at the time of the first World War, the entire department was motorized with ladder truck, and two pumpers.

From the organization of the first volunteers in 1851, the city firemen have delighted in taking part in parades, and the rule is good today, every Memorial day, the fire trucks head the parade.

Ironton firemen have lost their lives, gone blind and have always done heroic work under pressure, and a fine job with the equipment furnished them.

Today, the City has two of the finest fire trucks in the state, purchased since 1943.



ONE OF THE CITY'S FIRE TRUCKS

IRON CITY TIRE SHOP, Inc.

314 Park Ave.

IRONTON, OHIO

THE MARKIN-BLANTON CO.

-:- Wholesale Groceries -:-

IRONTON, OHIO

MARLOW GRILL

-:- Restaurant and Bar -:-

IRONTON, OHIO

SERVICE HEATING & PLUMBING

B. Masters, Owner

1711 Campbell Ave.

Phone 221

THE CITIZENS NATIONAL BANK

IRONTON, OHIO

LIBERTY FEDERAL SAVINGS AND
LOAN ASSOCIATION

First National Bank Building

The Town's First Volunteer Firemen

From the very beginning of the town of Ironton, men have fought fires, and perhaps will continue to do so until the end of time. When the early hose companies were organized, most male citizens considered it an honor to be a member of the company.

There is, somewhere in Ironton today, the original roster of the first hose company organized. The paper is date, January 1858, and contains 81 names of the leading citizens of that day, who signed it.

The paper read: "We the undersigned, agree to become members of a fire company to be organized in Ironton. To be organized in accordance with the Statutes of Ohio, the ordinances of the incorporated Village of Ironton which are now in force, and which may be hereafter enacted for government of fire companies".

The signatures on the paper included these:

J. W. Humphreys, the great grandfather of Mrs. M. B. Edmundson, of Sixth and Adams streets.

John E. Clark, who was the father of C. C. Clark, the great grandfather of Clarke Campbell, now of Lakeworth, Fla.

E. F. Gillen, who lived on Third street, now the site of the Masonic Temple. His brother Martin Gillen, who lived on Second street now the site of the Star Building and Loan.

J. Combs, who was editor of the Ironton Journal, and an active Democrat leader. He lived on Fourth street near Olive street, which street name was changed to Park avenue in 1888.

Wm. T. McQuigg, grocer, grandfather of Dean McQuigg now head of the School of Engineering at Ohio State University.

A. H. Ricker, who lived on Fifth and Center, where the Cecil Hotel now stands. He was the father of Mrs. Addie Morton, of Rose street in Sedgwick, who will celebrate her 90th birthday the day the Ironton Centennial starts.

John P. Merrill, who lived on Front and Lawrence street, where later the Palace Hotel was built. He was an uncle of the late E. J. Merrill, for whom the big wholesale drug firm is named.

H. Cole, who was a baker on Front street just below Lawrence, and it was in his former home where Julia Marlowe lived when she was an amateur actor before becoming famous on the stage. The Coles later had an ice cream parlor on Second street near Adams. His son Charley was interested in building the first telephone lines in Ironton before the exchange was established.

R. E. Rodgers, who lived on Sixth and Washington, a little brick one story house, where banker Charley Horn later lived, and tore down to build the fine home on that corner today.

S. M. McCune, who was a steamboat captain, and took much activity in the early building of the town.

Dan Jones, who was a carpenter working many years with W. E. R. Kemp, who built the Whitwell addition to the city.

I. B. Murdock, who lived in West Ironton and was wharf master many years.



THE FIRST AMBULANCE IN 1899



MUNICIPAL SWIMMING POOL, ERECTED 1938

Wm. M. Bolles, who was in the iron business and later moved to Portsmouth.

Charles E. Hambleton, who was a hotel man, landlord at the Ironton House and also the Center House (now the Jefferys law office).

Tom C. Bridwell, who is a great uncle of Dean McQuigg, mentioned above.

Jos. S. Barber, the towns first druggist, of the firm of Moxley, Barber and Egerton.

G. W. Sample, who at that time was captain on the river steamer Viola. One of his sons just died recently in Ironton.

T. I. Murdock, grocer, of the firm of Drake S. Murdock, wholesale, and a great uncle of Earl and W. A. Murdock of this city today.

John Campbell, the founder of the city.

Elias Nigh(attorney, who lived on Sixth and Railroad. He was father of two great lumbermen, Sam and Will Nigh of the once prosperous Nigh Lumber Co., on the river bank in the south side.

S. P. Calvin, who was an attorney.

Samuel Garrett, Grandfather of Miss Lillian Humphreys of the Ironton High School.

J. M. Ferguson, who was associated in the first clothing store in town, that of George Newberger.

J. Jamison, who was the first contractor in town to plaster homes. He was the father of the late Mrs. Frank Ketter.

T. S. Kirker, who operated a blacksmith shop on Fourth and Vernon.

John McMahon, whom we believe is the great grandfather of Jack and Henry Corns.

James Marcum, who later was Marshal of the town.

A. W. Carner, who first lived in Ironton and after establishing the first ferry boat to Russell, moved across the river, and did much in building that community.

W. W. Kirker, grocer on Railroad street. He was father of Mrs. Ironton A. Kelly.

Sam Beaty, steamboat captain, who was in charge of the Victor. That name was used on four steam-boats, and they call 'em Victor No. 1, 2, etc.

John Bittman, who was one of the first butchers of the town. His shop was on Fourth street near the Market House.

A. T. Brattin, grocer, and who operated the first wharf boat of the town.

P. S. Ward, who later conducted a drygoods store on Second and Center, the location now a vacant "eye sore". Mr. Ward was the grandfather of the Brammer boys, and a great grandfather of Mrs. Gill McMillin, Sixth and Chestnut streets.

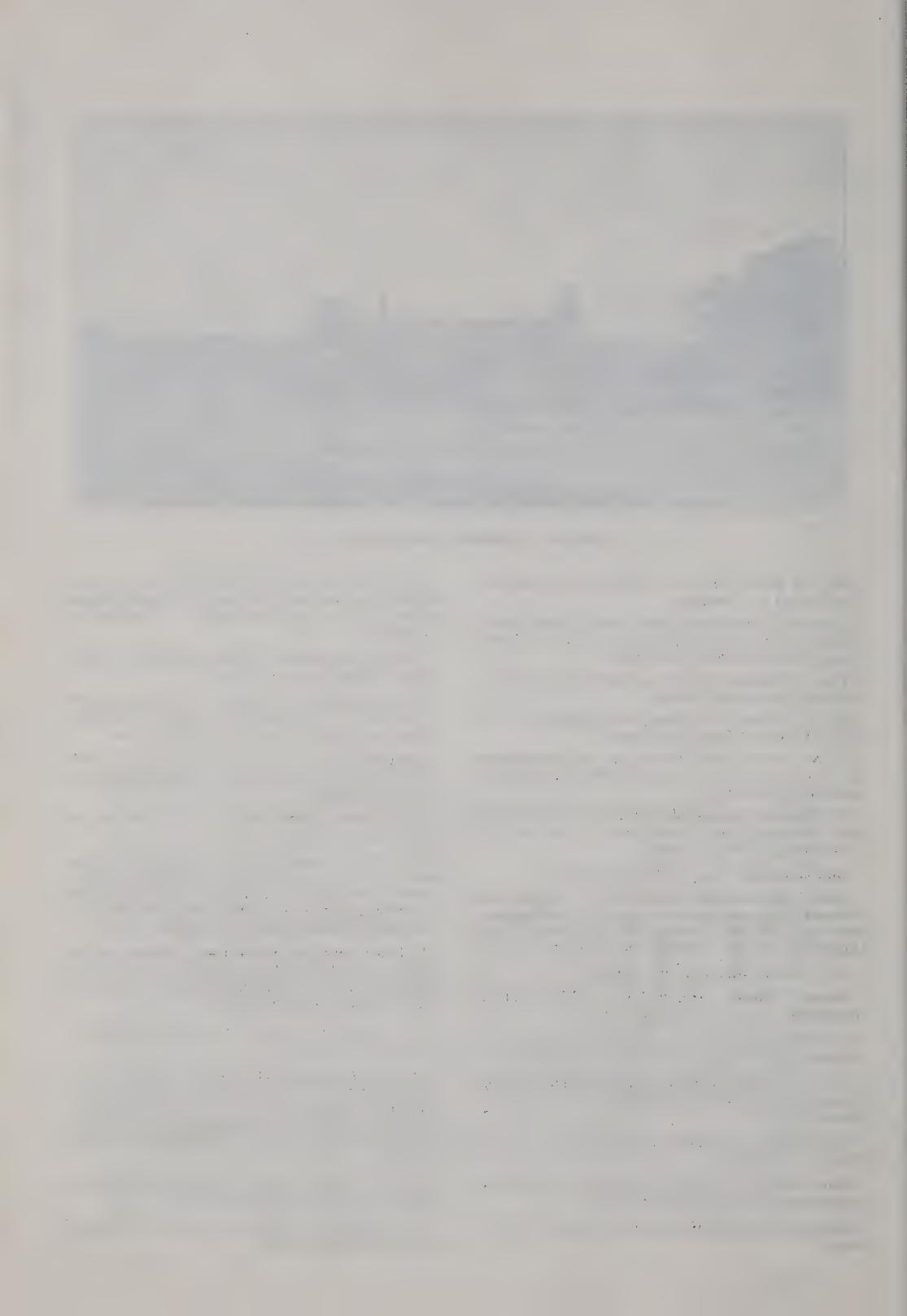
D. Nixon, who was in the feed business until the big fire of 1865 and then engaged in the furniture business. He first lived on Third and Vernon and later on Lawrence near Fifth.

D. T. Davis, who started in grocery business on Second and Lawrence.

Thomas McCarthy, shoe dealer Second street above Lawrence. He was the city's leading Democrat. His two sons, John T. and James McCarthy worked on the Register during the 70's. John became the chief political writer on the Cincinnati Enquirer.

William Conley, brick manufacturer. He was the father of the late Mrs. James Smalley.

S. H. Curry, a mill man who lived on Seventh above Washington street.



Henry Horn, grandfather of the Horn boys and girls who now live on Sixth and Lawrence streets. He was one of the town's first meat dealers.

Fred Cronacher, butcher, on Fourth and Lawrence. Grandfather of Mrs. John Pruitt and others in the city.

David Haney, who was the great grandfather of Roy Haney, superintendent of Woodland Cemetery.

William Winters, grocery on Railroad street.

D. S. Murdock, wholesale grocer, grandfather of William A. and Earl Murdock.

William Cochrane, painter, who lived on Sixth street opposite the old Central School.

P. Murphy, grocer on corner of Third and Lawrence streets.

T. N. Davey, hardware, on the corner of Second and Center.

John Kelley, carpenter and local preacher.

Wm. St. Clair, proprietor of the Sheridan Hotel.

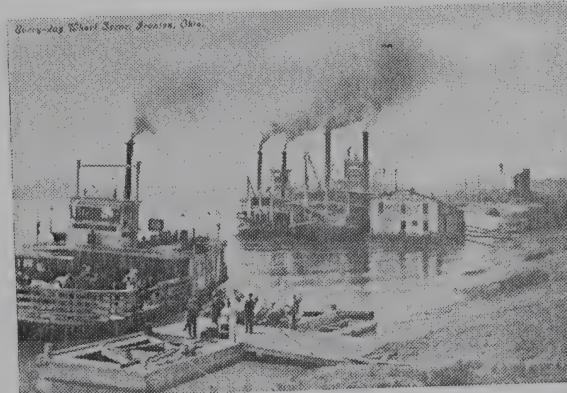
Samuel Richard, secretary of the Iron Railroad. He was father of J. K. Richard, lawyer who made such a record in Washington.

R. M. Stimson, the founder and editor of the Weekly Register.

B. F. Cory, the man who built the tunnel on Park avenue. His home was on the hill overlooking Center street. He was a doctor and a builder of Ironon.

Other names which this writer cannot connect with business or relatives include A. G. Riddle, Godfrey Murdock, John H. Holliday, M. Hoffman, F. Drew, James Workers, George Stine, T. Seiger, S. White, Fletcher Golden, who was an attorney, William Welch, C. Salladay, John H. Berry, James Buck, James Lovering, W. C. Moreford, John Cotes, N. Woorell, C. Stevenson, I. S. Perry, Richard Stover, John Ward, Arthur Delaney, Thomas Niger, William Colfar, Henry McKee, Fred Kaler, John Knight and Alex Hamilton.

A River Scene of Fifty Years Ago



THE IRONTON-RUSSELL FERRY BOAT, CITY WHARF
and Pittsburgh-Cincinnati Packets

THE BELLS OF YESTERYEAR

Today, the most familiar bells are church and school. . . . Gone are the fire bells, the court house bell, the market bell and also the sleigh bells. . . . The court house bell announced the opening of court, and a hotel without a dinner bell, wasn't a popular place.

Fifty years ago, the city had six hose house bells. . . . These bells not only summoned the volunteer firemen, but served as curfews. . . . Many will remember when the hose house bell at Third and Park avenue rang a signal for the stores to close at 6 p. m. each evening.

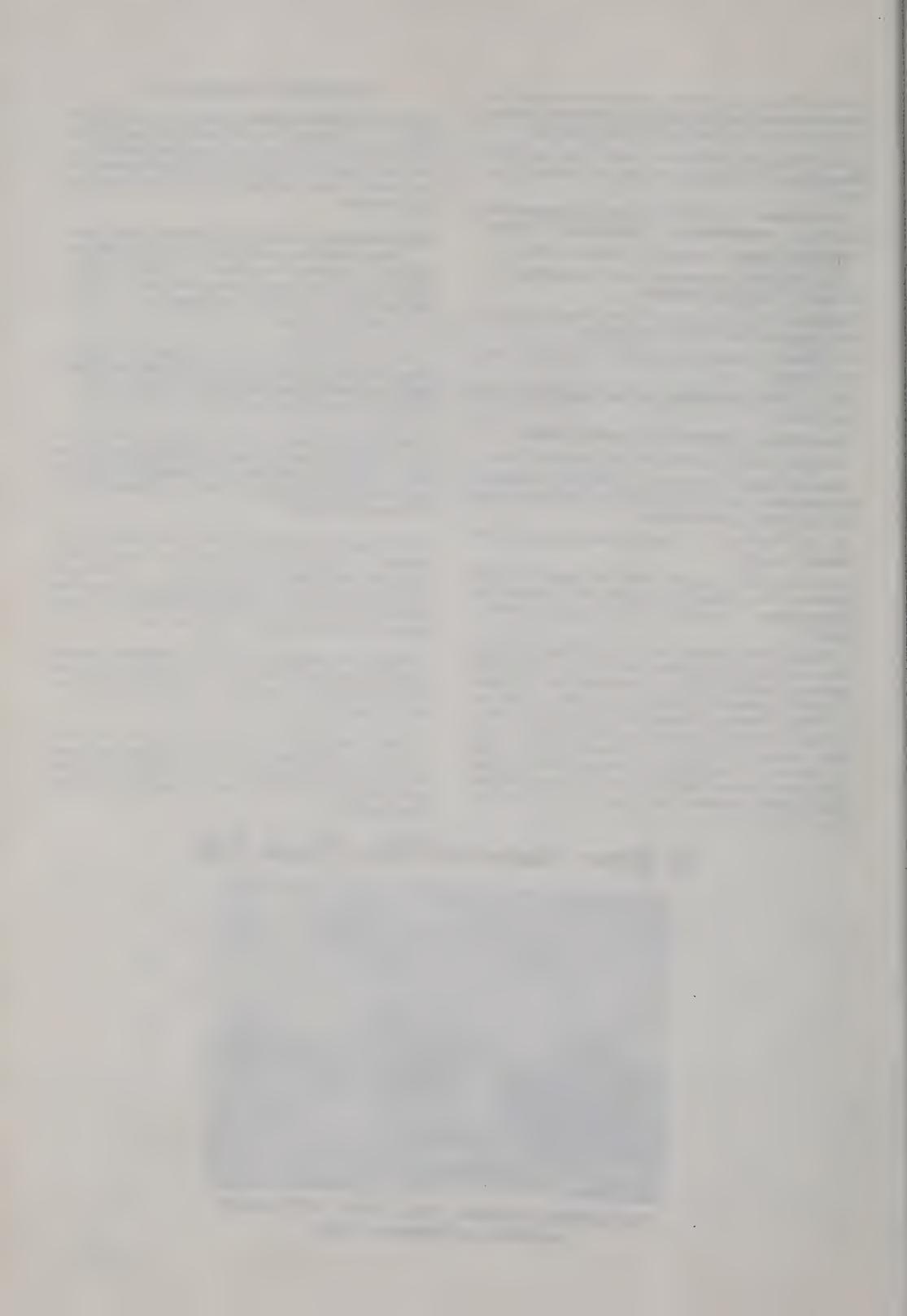
Also will be remembered the sixth ward hose house bell which hung in the open belfry which adjoined the Pastime baseball park, and every players ambition was to bat a ball to hit that bell.

Many recall the butcher, who drove the meat wagon followed by the dogs, and how he rang a bell to notify patrons he was coming up the alley and would be at their back gate. . . . The milk man did the same thing.

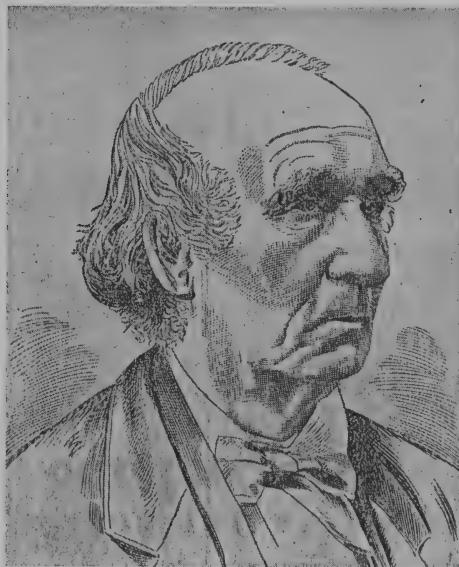
The horse street cars had little jingle bells on the harness. . . . Later the electric cars had gongs which the motormen rang with their feet. . . . The hose carts had bells, and when firemen ran down the sidewalks with the two wheeled reels, these bells meant for people to get out of the way.

When the firemen drove the galloping horses, there was a gong on the drivers seats and other bells on the hose wagons. . . . The first motor fire trucks had bells.

Every bicycle had to have a bell by city ordinance. . . . Yes, even once upon a time, the cows on the streets had bells. . . . The bells of yesteryear were many. . . . Even the bell is vanishing from the cash register.



The Founder Who Named the Town



JOHN CAMPBELL, THE FOUNDER

John Campbell was born at Georgetown, Ohio, January 14, 1808. His first job was in the general store at Russellville, Ohio, where he saved \$600, and at the age of 20, bought part interest in a steamboat named "Banner". On the second trip to Pittsburgh, he met Robert Hamilton, of Hanging Rock, and they became friends.

"I had scarcely met with another of such patriarchial presence: of great stature and singular benignancy of expression, he made me think of George Washington; this was increased when he told me he was from Virginia."

What manner of man is it that would found a city such as ours? We find a man respected in his life, as we, the Irontonians of today, think of our founder. Let us look at the pages of history of men who "knew" John Campbell. The following authors found a friend and an equally interesting and worthy subject in John Campbell. Henry Howe, of "Howe's Historical Collections of Ohio"; Eugene B. Willard author of "Hanging Rock Iron Region"; N. W. Evans and E. B. Stivers authors of "History of Adams County;" and others give testimonials of his greatness.

We find John Campbell of Scotch Irish stock which lineage gave to this country such men as Andrew Jackson, Horace Greeley, John C. Calhoun, Felix Houston of Texas, and the McDowells. John Campbell was a descendant of Duncan Campbell of Argyleshire, Scotland and Londonderry, Ireland, whose descendants also furnished this country with such men as Charles Campbell, the Historian of Virginia, and William Campbell, the Revolutionary

War General. So, is it strange that our subject should take his place in this world as one of the great Iron Masters and the founder of the southernmost city in the State of Ohio.

John received no formal education but the home learning received on his father's farm in Adams County developed into a vast store of business sense and technical knowledge. His participation in the first Geological Survey of Ohio gives witness to his highly developed technical skill. E. B. Andrews in his Chapter of the Geological Survey in 1870, gives the following credit, "Hon. John Campbell, of Ironton, also contributed greatly to the success of our work in the same county (Lawrence), not only by his valuable local information, and by accompanying us in most of our work, but also by furnishing, free of expense, means of traveling, and by almost numberless other acts of kindness and courtesy." The above not only credits him with his knowledge but also his personal interest in the progress and development of his state, Ohio.

John Campbell's views as a strong Abolitionist were stressed in every writing and as he grew older his views against that institution were intensified. His opinions were no doubt influenced and strengthened by his early associations with Rev. John Rankin whose home is now a State Memorial in Manchester, Ohio.

A summary of his vast enterprises will show a clear picture which led up to his personal fortune of over a million dollars in 1872. In 1832 starting his career in the iron industry as a clerk at Pine Grove Furnace, he joined in partnership with his



employer Mr. Hamilton, to build the Hanging Rock Forge the following year. Also the same year he and Andrew Ellison built for the firm of J. Riggs and Co., Lawrence Furnace. This year was also formed the famous partnership of Campbell, Ellison and Company. He and Robert Hamilton built Mt. Vernon Furnace in 1834, and thence became its manager. In 1837, he obtained interest in Vesuvius Furnace. In 1846, he and John Peters built Greenup Furnace in Kentucky, also Olive and Buckhorn Furnaces in Ohio. In 1847, he built Gallic Furnace. In 1848, he and others built Keystone Furnace. In 1849, he organized The Ohio Iron and Coal Company, which in turn sponsored the City of "Ironton", also becoming interested in the Iron Railroad. In 1850, he purchased La Grange Furnace; also the Foundry of Campbell, Ellison & Co., was built. In 1851, he was one of the founders of the Iron Bank. In 1852, he was one of the organizers of the Ironton Rolling Mill, also in this year he bought Hecla Furnace. In 1853, he became a stockholder in the Kentucky Iron, Coal and Manufacturing Company, which founded the City of Ashland, Ky. In 1854, he built Madison Furnace, and entered in the manufacture of a steel beam plow; also this year he and others

built Howard Furnace. Also this year he bought stock in the Star Nail Mill later to become the Belfont Iron Works. In 1855, he and V. B. Horton organized a company to build a telegraph line from Pomeroy to Cincinnati. In 1866, he organized the Union Iron Company, the owners of Washington and Monroe Furnaces.

Mr. Campbell held only one public office; that being the first Internal Revenue Collector for the Eleventh Collection District of Ohio, being appointed in 1862 by President Abraham Lincoln.

The Campbell fortune was taken with the toll of the Panic of 1873, but was given up only by the gallant characteristics which guided his life; ready to aid any deserving man and taking a personal interest in all men of his acquaintance who tried to do anything for themselves. He had personally endorsed and sustained the Companies which were the life blood of "his" City.

The feelings of esteem and respect of his fellow men were shown at his funeral when all church bells were tolled; and his modesty was carried with him to his grave where he was crowned with a headstone bearing the simple epitaph "John Campbell, Founder of Ironton".

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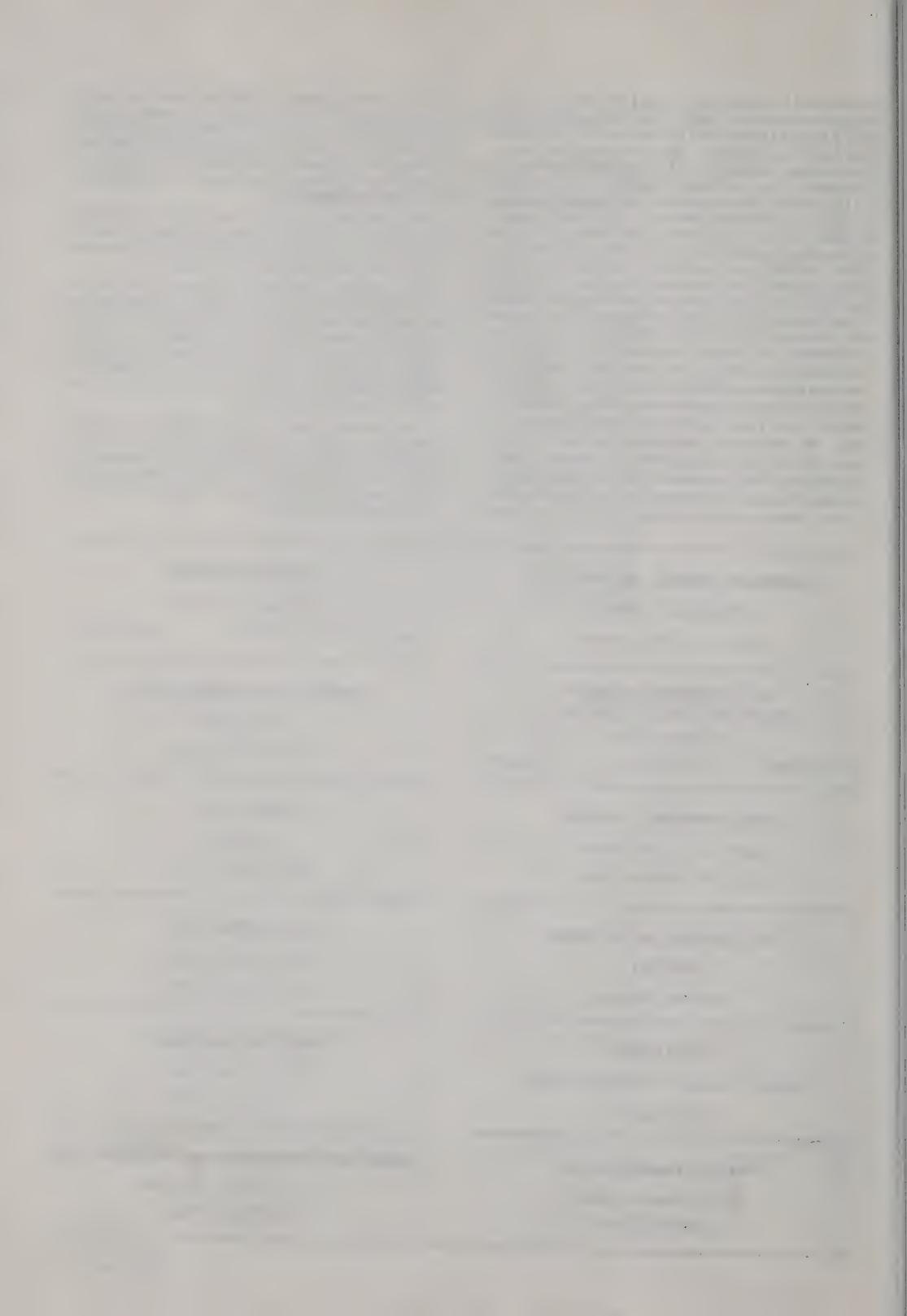
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DR. BRIGGS

Caleb Briggs Endows the Library

Dr. Briggs came from Massachusetts to Ohio in 1838, as an assistant to Prof. Mather, father of Richard Mather, an Ironton banker, who at that time was in charge of the Ohio Geological survey. He was assigned to the district of the Hanging Rock iron region, and thus became identified with the community.

After his geological mission was completed, he returned to his home state, where he remained until 1848, when he returned to examine the lands about Coal Grove in which some Eastern parties were interested. While here, he visited John Campbell, at Hanging Rock, between whom a strong friendship grew, during that visit. Mr. Campbell persuaded him to remain. Thereupon the doctor put out his sign as a physician, which little tin sign reading "Dr. Briggs" was preserved and presented to the Briggs Library on the night of November 15th, 1897, when a portrait of the doctor, painted by Ironton's noted artist, Avery Sharp, was presented the reading room by Dr. D. C. Wilson.

The move of Dr. Briggs in coming to Hanging Rock in 1848 was an important one for Ironton. At that time, John Campbell had in mind the building of the Iron Railroad, and it was Dr. Briggs that suggested that the railroad reach the Ohio river three miles above Hanging Rock, which today is the city of Ironton.

John Campbell fell in with the suggestion, and thus the Ohio Iron and Coal Co., purchased the land at the mouth of Storms Creek in 1849, and Dr. Briggs became one of the first citizens of the new town. While a resident here, he organized two library efforts, and took a great interest in the educational affairs of the city. His first efforts were reading societies or clubs, and these organizations rented rooms and paid dues to maintain the rooms. No doubt, Dr. Briggs had in mind many years that some day he might leave the city a trust fund for a free library.

After he returned to Massachusetts he invited Judge W. W. Johnson to visit him in 1881, and on that visit, he told the Judge of his plans. Upon his

death, his bequest was made public. It named John Campbell, W. W. Johnson, H. S. Neal, J. H. Campbell and E. S. Wilson trustees to handle a \$25,000 gift to be invested and the interest used for library purposes, with the hope that others would add to his gift. It further specified that no part should be used for a building, until the trust fund had reached \$80,000.

The history of the library was one of many misfortunes. It was twice visited by fire, once while located in the Masonic Temple and again completely destroyed while located in the Memorial Hall. It was not until after Mrs. Harriet C. Burr's death that the library got a permanent home, when she willed her home on Sixth and Jefferson streets, now in use.

The aim of many people during the Centennial year, is for an Ironton Historic Society and a trust fund for a museum to preserve for the archives many of the valuable documents, relics and souvenirs of the city.

Dr. Caleb Briggs was born at Plymouth County, Massachusetts, May 24th, 1810, of an old Plymouth Colony family—Clement Briggs was there in 1621, perhaps an ancestor of those who landed about the time of the Mayflower. He studied natural sciences from 1834 to 1836 at Rensslear School, Troy N. Y., where Prof. James Hall, the famous State Geologist of New York was an instructor.

The records of 1837 show that Prof. Wm. H. Mather, Geologist in Chief, Dr. Caleb Briggs, Dr. John Locke, of Cincinnati, Prof. John W. Foster, of Massachusetts, Dr. S. P. Hildreth, of Marietta, Col. Charles Whittlesey of Cleveland all come to Southern Ohio, at Hanging Rock to look over the iron ores.

Dr. Briggs went from here in 1839 to Virginia and established his home at the University of Virginia, at Charlottesville, working on the geological survey of that state. He liked Ohio and returned in 1843 to establish an office at Marietta for the practice of medicine, where he remained until 1847. That year



John Campbell induced him to move to Hanging Rock.

Dr. Briggs did not practice medicine in Ironton, altho always willing to visit the poor. His ambition in Ironton was to encourage education and working with Charles Kingsbury, he induced R. M. Stinton to start a newspaper in 1950.

Dr. Briggs was about 6 feet tall, of spare build, never robust. His ambition was to be a good and useful citizen, and he never aspired public office. The only public position he held was that of postmaster, and he became the town's first postmaster

for the convenience of the town and held the position only until he could find another good man to take the job. He was religious, but not active in church work. He was broad and liberal, and his theology is best expressed among his last words when leaving Ironton—"God is love".

Dr. Briggs returned to the farm of his father, North Rochester, Mass., in the summer of 1867. In 1868 he returned to Marietta, Ohio for a visit but never to Ironton. His heart was in Ironton, and he often corresponded with old friends here. He died at his old home in Massachusetts September 28th, 1884.

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MEMORIAL HALL ERECTED 1892

When the town was laid out in 1849, Fourth and Railroad was set aside as the Market Square. The Market House was the center of business for many years. In 1892, the square was given to the Grand Army of the Republic for a Memorial building. The first floor was taken over by GAR Post Rooms, and the Briggs Library. The second floor was an auditorium with stage.

December 18th, 1905, the building burned and fell except the stone front and tower. The building was rebuilt in 1908, by the City of Ironton with the same stone front, and the tower somewhat shortened in height. The building is now entirely occupied by the City— Council Chambers, Municipal Court, Manager's office, Water Works, Health Departments, Public Recreation Department and City Prison.

Two marble tablets, salvaged from the fire, and replaced in the walls of the new building, tell its history. The Memorial Hall committee were: Aaron Winter, Jerre Davidson, J. H. Gholson, Elias Nigh,

Wm. G. Lambert, John T. Jones, Wm. J. Mulvey, J. H. Emmons, S. H. Holiday, Jacob Waddle and J. R. Richards.

The members of the Woman's Relief Corps, No. 115, in 1892 were: A. H. Enochs, N. Norton, L. E. Corns, H. J. McKnight, K. Butler, M. W. Sample, M. Miller, N. H. Kelly, M. S. Allen, K. V. Henry, M. Jones, R. V. Moreland, A. Abele, J. B. Moffett, M. A. Pease, S. L. Fisher, S. A. Kelly, L. Thomas, A. J. Rowe, M. E. Rogers, M. E. Kemp, F. Martin, S. Markins, A. S. Drury, H. E. Mather, R. C. Turley, J. W. Hayward, A. Robinson, J. R. Ellis, M. Pugh, A. E. Anderson, F. L. Corns, M. A. Davidson, L. B. Rea, M. A. Fisher, N. L. Jones, C. S. Davidson, E. J. Morris, A. Nixon, L. Holliday, J. Weddle, S. Rogers, E. S. Evans, J. M. Kemp, S. B. Arthurs, M. Butterfield, J. Brawley, S. A. Davis, B. Massie, S. A. Kemp, G. Williams, M. Sperry, A. Thompson, S. Cleary, L. Thomas, S. Turnbull, T. Halderman, S. B. Jones, L. J. Hunter, S. V. Henry, T. R. Kemp, E. R. Hoskins, B. Higgins, M. Price, B. A. Hess, M. A. Beckett, F. Shirkey, M. C. Hayward, M. E. Fox, B. Miller.

Ironton Wired for Sound in 1879

Ironton has the distinction of having telephone service as early as any town in the state.

Alexander Graham Bell invented the telephone in 1876, and the first telephone exchange in the nation was in Hartford, Conn., in 1873.

No sooner had the news spread of the invention of the telephone, until an Irontonian was on his toes, trying to see what it was all about.

This man was C. F. Dean, principal of the high school, and he built a couple of telephones, and stretched a linen thread across the Ohio river, and was the first man ever to talk in Ironton and have his voice heard in Kentucky.

A year later, when telegraph operators in Huntington and Portsmouth became interested in the telephone, the first long distance messages were heard in Ironton, when Mr. Dean and Brice Henry built an instrument, which was attached to the telegraph wires, and singing was heard over the instrument in all three towns.

On June 27, 1873, the first professionally built telephone was displayed in Ironton and instruments were offered for sale. February 13, 1879, wires were erected on house tops and in trees, and the first two phones were installed, one in the post office and the other at the old Sheridan Hotel then known as the Parrill House.

Seeing what a wonderful convenient instrument this was, Mr. John Campbell employed Charles Cole to string a telephone wire from his office in the Enterprise block at Second and Center to the office at Hecla furnace, three miles distant.

The honor of placing the first call over this telephone went to Mr. J. D. Foster, then office manager at Hecla. In May 1879, there were six telephones in Ironton, all on one party line—the telegraph office, post office, hotel, gas works, Lawrence Mill, and John Campbell's office at Hecla.

May 20, 1880, the telephone exchange was established on the second floor over the Second National Bank on Second and Railroad streets. Mr. R. Mather, a banker headed the company, and his sister, Miss Fannie Mather as the first operator.

The first switch board accommodated 50 telephones, and with two phones on each number, by October of that year, 82 phones had been installed in Ironton.

Boys were employed to summon people to the exchange when calls were received from distant points in the county.

By the time the telephone exchange had been established one year, there were 98 phones in

Ironton, and pay stations had been established in a couple of drug stores.

The Central Union Telephone Co., of Chicago, purchased the line in 1882. Service at the start was from 9 a. m., to 9 p. m., and special hours on Sundays only when the exchange was open to accept calls.

In 1896, the second telephone company was organized, known as the Independent, which was taken over by the Lawrence Co. For many years, with two rival companies, most business places had two telephones and those who could not be reached via Central Union, could be reached over the Lawrence system.

In 1906, the Home Telephone Co., was organized, and installed automatic phones.

In 1912 the two firms united or merged, and exchanged calls through both telephone exchanges. The Home company then took over all the business merging the exchanges. In 1928, the Ohio Bell Telephone Co., took over the entire system.

Telephone exchanges had been located in the Bixby building, in the Hayward building, and over Central Hardware Co., on Third street. They were finally merged in one exchange on the third floor of the Hoffman building at Third and Park.

In 1936 the first exclusive telephone building was erected on Fourth street above Park Avenue, where the Ohio Bell now is serving more than 6,500 patrons.

The greatest service ever rendered any community during any emergency was when the operators maintained service for a limited number of phones during the 1937 flood. . . . The new exchange on Fourth had been occupied only a short time when the flood occurred, and the service men of the Ohio Bell, working in water about four feet deep, sealed the first floor of the building, and the city fire engines pumped night and day to keep the water low enough in the building that the entire switch boards were not "grounded" by the flood waters.

Men who's names will be recalled as having long association with the telephone industry include John A. McDowell, John Hunter, Henry Hunter, Fred George, L. J. Gehrling, C. E. Moody, A. L. Irish, W. H. Keller, D. G. Putnam, C. W. Heiskel, Fred Leahy and the present manager, Paul McHugh.

Connected with the Lawrence Company were J. L. Anderson, F. E. Hayward, B. F. Forgey, J. C. Snyder, J. H. Lucas and others.

The officers of the Home were Col. H. A. Marting, D. C. Davies, F. L. McCauley and others.

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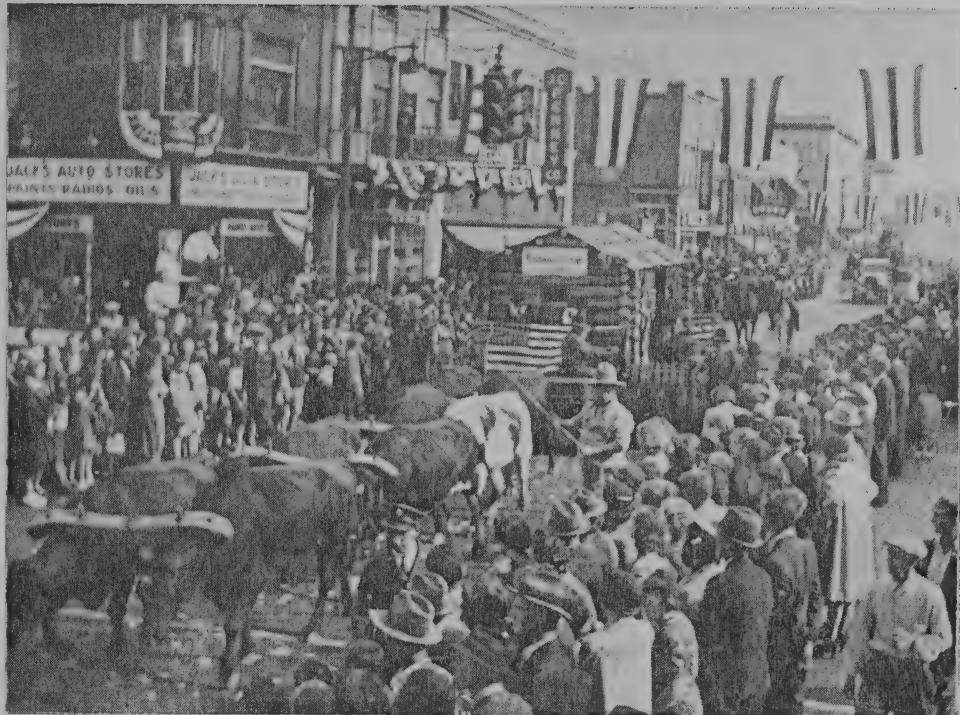
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Ironton, Ohio

The Parade of 1938



One of the greatest parades in the city was on October 8, 1938, to commemorate the event of the Sesquicentennial of the Northwest Territory. Mr. W. W. Phillips, veteran undertaker, drove the ox team pictured here with the rustic cabin. Mrs. Phillips rocked the cradle with her toe while churning butter with her hands. Callahan Marcum, played the fiddle, and Perry Brumfield and Wm. Hoover, the oldest "Boys in Blue" then living, stood guard representing life during Civil War days.

WHISTLES OF THE PAST

Gone are the whistles of yesteryear. . . . The old factory noon whistle which were familiar time of the day signals in most Ironton homes, has almost vanished. . . . Gone too, are the steam boat whistles, and only remain the locomotive whistles.

There was a time when men set their watches by the ferry boat whistle, which was considered very accurate railroad time, as this boat met the fast passenger trains between Washington and Cincinnati, which stopped at the Russell depot.

In every part of town a half century ago, high noon was marked by the sound of many whistles—the noon whistle was a signal for workers at the plants to get their lunch buckets.

The most famous of all whistles was the "mocking bird" siren at the city water works. . . . From 1873 until 1919, this whistle, which was the fire alarm signal, always got attention.

Electric motors have replaced steam engines in industry. . . . The gasoline tugs have almost re-

placed the steam boats. . . . The steam whistle is vanishing. . . . The most familiar whistle today is the C. & O. shops across the river at Russell, which is used to call out the special crews when there's a wreck on the railroad.

There was a time, when Ironton's industries which lined the river bank from Coal Grove to Sedgwick, could give a half-hour salute to any boat passing. . . . Starting at the Yellow Poplar Lumber Co., the Wiehle Soap Works, Sarah Furnace, Big Etna, the Iron Railway Shops, the Nigh and Fearon saw mills, the Ironton Cross Tie works, the Austin-Parker brick works, Kelly nail mill, Belfont furnace, the Ironton Lumber Co., Penn Lumber Co., Goldcamp flour mill, Union furnace, Belfont nail mills, the Eagle mills, Lambert machine shops—oh my, what a noise all these could make.

On New Year's Eve, these whistles were joined by the Southern Hub and Spoke Works, the Crystal Ice Co., The Ebert Brewery, the Mantle Works, Door Factory, Ketter buggy works. . . . In fact, every industry with a steam boiler even the steam laundry, had a whistle. . . . Few are left today.



THE NEW RO-NA THEATRE and RESTAURANT—erected 1949

Ironton As Seen By A Stranger

By JAMES GREGG, Manager Board of Trade

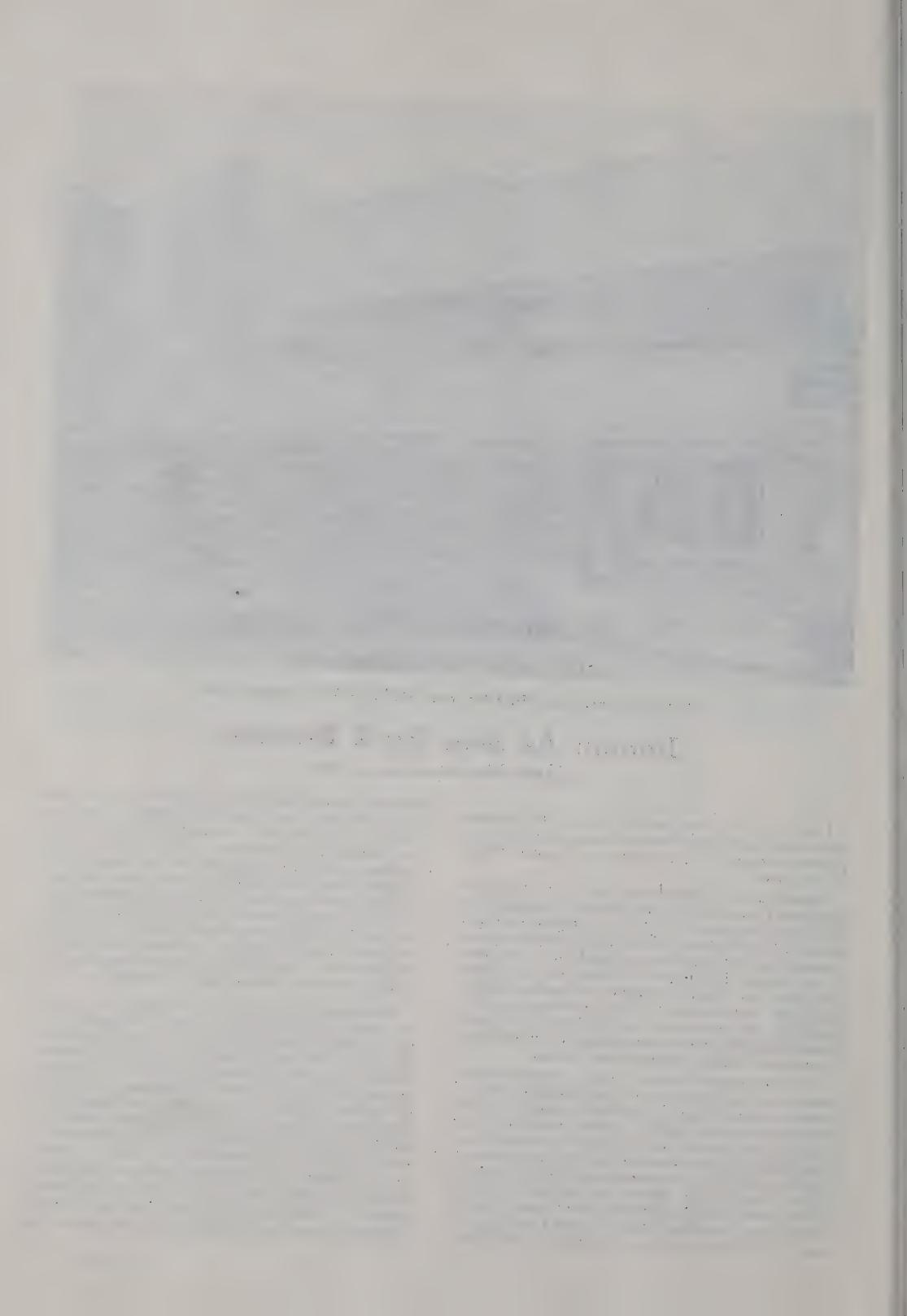
I am one of the new men of Ironton—My impressions are based upon what I have seen and experienced since I came to work in Ironton fifteen months ago.

Ironton is an exceptionally busy city. From the first time I came here I was greatly impressed by the large number of industries in Ironton and four others in the Ironton Region, all making various types of product that were shipped out to all parts of the nation. In addition to these there were sixty secondary, or "light", industries in Ironton producing goods and services for local consumption. Furthermore, this was only one segment of a much larger industrial area known as the Ironton-Ashland-Huntington Tri-State Metropolitan District.

The industries of Ironton are truly diversified and adapted to the resources of the tributary area. I found Ironton to be a chemical center. Having started in this field with a modest coke plant and enlarged the plant to several times its original size, this community has received several valuable additions in chemical manufacturing. The by-products of the original plant, Semet Solvay, are the basis for the new Barrett's Division Plant here both of which belong to Allied Chemical and Dye Corporation. A third plant of that corporation is the Solvay

Process Plant at South Point. Any community with 1,350 workers in such chemical plants is truly fortunate. However, this constitutes only a third of the industrial employment in the Ironton Region. Another fourth were engaged in the production of malleable iron and other high grade iron and steel. A tenth were employed in making machinery and machining parts. Another tenth were making brick, tile and clay products and still another tenth were producing Portland cement, concrete blocks and allied products. Many cities have talked about diversification, but Ironton really practices it.

The Ironton community has developed far beyond the municipal incorporated area. "Economic Ironton" includes, in addition to the city itself, such areas as Upper Township, Hamilton Township, Elizabeth Township, Lawrence Township and Perry Township, as well as Russell District immediately across the Ohio River in Kentucky—an urban area with 55,000 inhabitants. The telephone exchange area, the electric power district, and the suburban areas composed largely of commuters who work in Ironton are all evidence of the development of this larger community which can be described as "Economic Ironton." This expansion has left the Ironton municipal area and the Ironton school district far



behind covering only the core of this larger community.

At the same time, this new Ironton still has many strongly organized neighborhoods and subcommunities. Around each school in the City of Ironton there is a district neighborhood still retaining its identity. Fortunately, the streets have not been widened everywhere at the expense of the street trees, so valuable to community appearance, and the schools have not been rebuilt along the lines of a few so-called "modern" 1200 pupil units. Each of the outlying sub-communities, such as Coryville, Hecla, Hanging Rock, Coal Grove, Perdo and Kitts Hill, has its own identity and the will to determine its own affairs. The cause of the development of these self-conscious suburban neighborhoods has been irregular topography, and not the political barriers. Many a large metropolitan city has wished that it had the hills and the streams of Greater Ironton to relieve the monotony of miles and miles of streets and blighted housing of the typical big city.

I found Ironton a community that was trying to "find itself" again. It had had periods of intense activity and severe reverses up to the 1937 flood. But now Ironton had written off all of its industrial liabilities and was experiencing a new growth and vitality with the development of the chemical industry during World War II.

This growth of the chemical industries within the present decade is only the start of many new developments yet to come in this area. How will Ironton take this new industrial impact? Will Ironton rise to the challenge and participate actively in this industrial development? Or will this great development just pass Ironton by?

Ironton is meeting this challenge with outstanding energy and a spirit of enterprise. In 1938 the businessmen reorganized the Chamber of Commerce and enlarged greatly its organization and membership under the name of the Ironton Board of Trade. The membership was widened to obtain the participation of every businessman, tradesman, industrialist and professional man. Many of the younger men



BEAUTIFUL ST. LAWRENCE CHURCH

sined the organization and gave generously of their time and efforts to obtain the new industries that have meant so much to Ironton.

The spirit of the New Ironton is contagious. The Central Business District, which a few years ago had so many vacant stores and buildings is now filled to capacity. Many new merchantile firms have been established. Old buildings have been completely remodeled to provide additional store space. New offices have been built and the large new Ro-Na Theater, the most outstanding theater in the Tri-State Area, is now in operation. This new growth of business is by no means an outward appearance alone. Not only have many new firms come to Ironton but also employment in trade has risen and the volume of sales has tripled in Lawrence County within the last nine years.

Ironton has risen to the new challenge by building the new 4 million dollar floodwall. This massive structure was the first of its kind to be planned and built in the Ohio Valley. Ironton certainly had faith in itself to build this gigantic Floodwall. The structure has become a vital part of the life of present-day Ironton.

Ironton has also risen to the new challenge by preparing a Master Plan for the future development of Ironton. First, the problems of automotive transportation were studied. Second, the needs of the city for an enlargement of its water and sewer systems were considered. Third, the problems as to educational, institutional and recreational facilities were studied. Fourth, an investigation was begun as to the possibilities of enlarging the incorporated area of Ironton to fit the realities of the new situation.

Already several parts of the Master Plan have been adopted. Each of these parts of the Master Plan is a down-to-earth, practical plan to meet Ironton's needs. First, the problems as to automotive

transportation have been studied and a Major Thoroughfares Plan for the Ironton Region has been adopted. This plan will provide Ironton with modern highway facilities in a manner that will be reasonable to all the citizens. Secondly, municipal utilities plans are being prepared by specialists for the future needs of Ironton. Thirdly, plans are being prepared for recreational and educational facilities to serve not only the present city but also the entire Ironton Region.

The most widely publicized parts of the Master Plan are the new Zoning and Building Code Ordinances adopted by the City of Ironton. Just as this city overcame the flood problems by building the Floodwall, it has buried the age-old complaint "If the City was only built right fifty years ago, then we can hope for—". The Zoning and Building Code Ordinances were adopted in accordance with a comprehensive plan for the future development of Ironton. While it is true that it will take time to correct some of the past mistakes, Ironton is now determined not to make in the future many of the mistakes that have ruined other cities. For example, definite areas have been established as Industrial Districts, for industrial development, Business Districts for business expansion and Residential Districts for future residential construction. The industrial and business districts were made as large as possible to provide for the growth of the entire Ironton Region. Then the areas most adaptable to the development of residences, schools and related uses were classified as residential districts and protected against the establishment of commercial, industrial and other uses that are so harmful to residential property values. Furthermore, the quality of construction is being regulated under the Building Code so that there is adequate safety and the property owner is protected in his investment.

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PHILLIPS FUNERAL HOME

Bill and Art Phillips

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Harold "Ted" Allyn

HANNAN GROCERY CO.

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THE SPORTSMAN

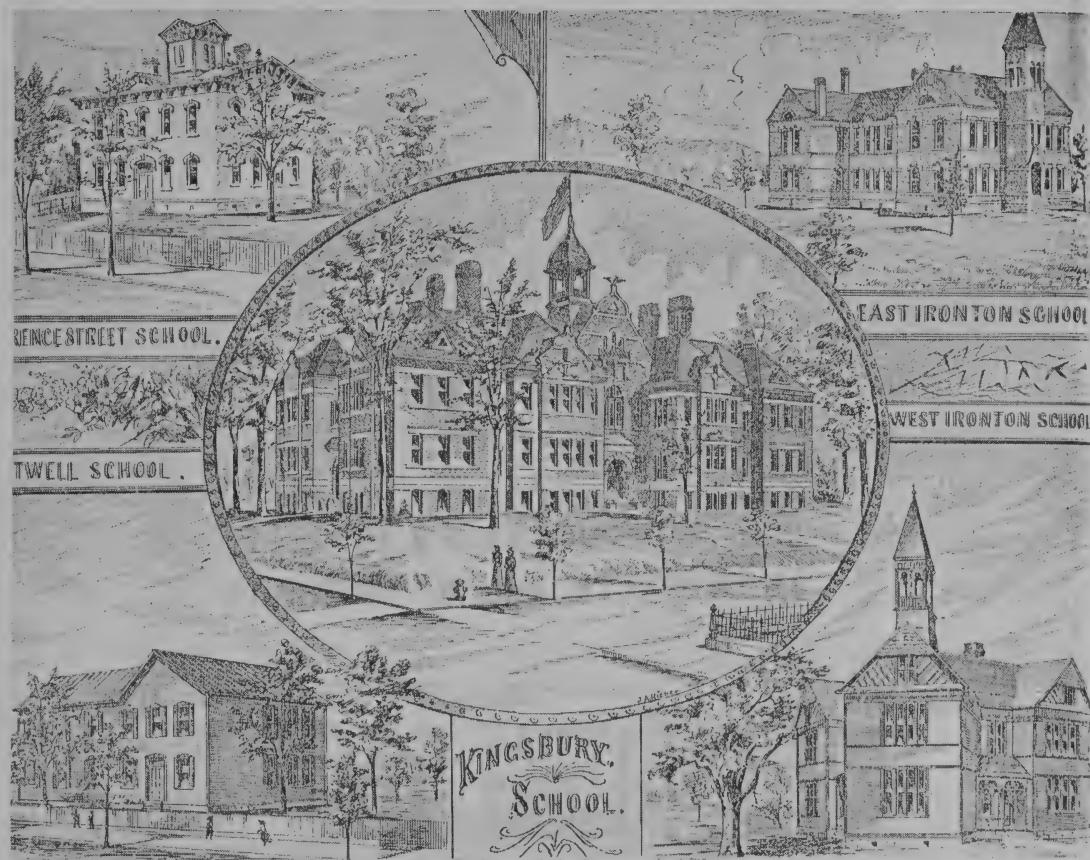
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-:- Ironton's Amusement Center -:-

A GOOD PLACE TO EAT

Jack Ryan and Eloise Ryan

Second and Washington Sts.



A GROUP OF SCHOOLS OF SIXTY YEARS AGO

Ironton is still facing a far greater challenge. Will Ironton actually grow so as to meet the new industrial impact? Or will the industrial development of the Ironton Region just pass Ironton by. Vast resources are under the city and in other areas that are easily accessible, so that new industries are bound to come to this area. Undoubtedly, Ironton will meet this challenge with the same vigor that it has met all others within the last 100 years of its existence.

Already the Ironton Board of Trade has recognized the development of a greater Economic Ironton. Already the telephone, electric power and gas companies have gone beyond the political boundaries of the city to serve the suburban areas. Even the industries and the stores within the city have a very large part of their workers living outside of the city. The Board of Trade is swinging into action to endeavor to develop a greater Ironton. The needs of the people both inside and outside of the incorporated municipal area are being considered by the Board—which is only fitting and proper if the community is to grow.

In this day and generation no city can afford to stand still. The competition of other cities to entice away its industries and to capture the markets of its manufacturing plants is more keen than ever before. The merchants must strive harder to retain and build the trade with the rural people, in competition with the shopping centers in the other nearby cities. Even the city's schools are seeing the forces of decentralization removing so many families with children, and the school district should be enlarged so that it can continue to serve these children wherever possible. Ironton has more and more vacant school rooms, while the children in the surrounding districts are being crowded into small and inadequate facilities.

Ironton is looking ahead. The attitude and the outlook of its people, as I have talked with them, is encouraging. They reflect the same enterprise and courage that they have shown many times within the last 100 years. The Ironton people want no half-way measures. They do want to see Ironton grow and thus bring its many services out to all the people of Greater Ironton.

The Centennial Celebration

The Board of Trade, a long time active organization, suggested to City Council, the naming of a Commission to stage a Centennial celebration during 1949. This suggestion was made in May 1948.

The Commission named were Brook Capper, president First National Bank; Dr. W. F. Marting, "Dean of Surgeons"; Dr. Chester A. Casey, many years president of the School Board; Fred W. Waginnger, chairman of the Retail Merchants Division of the Board of Trade; Lawrence J. Gallagher, Superintendent of the Dayton Malleable Iron Co.; Preston A. Dolin, newspaper business manager; Henry M. Stanley, City Manager and E. V. Wood, secretary of the Board of Trade.

As time marched on, and because of the press of other business, all named could not give the time required for such a big undertaking, and Wm. Baker, funeral director and Matt A. Cloran, of the U. S. Employment Service were added to the Commission.

The Events Committee were next named with Charles L. Collett, postmaster; H. T. Allyn, jeweler; Morton Wiseman, Misses Margaret Davison and Zelma Fields, all teachers; Earl Whitten, wholesale distributor, H. B. Riley, retired war veteran and

Miss Helen Cloran, librarian and Ralph Waldo, manager of Culligan Soft Water Service.

IN MEMORIAM

H. B. "DOC" RILEY

Died Suddenly August 19th, 1949
A True and Hard Working Member.

The Finance Committee, a very important group for the success of any big undertaking, was composed of Harry W. Eckhart, First Federal Savings and Loan Co.; Arthur Turnbull, First National Bank; Don Lewis, Citizens National Bank; A. O. Davidson, Lawrence Federal; and B. F. Scherer Liberty Federal Savings and Loan Co.

Because of Mr. Turnbull's illness, E. O. Meistedt of the same bank served many weeks.

The organization of the "Forty-Niner" club on March 28th, was the first gathering of those interested in the Centennial. . . More than 150 business men and women attended a dinner at the social rooms of the old Presbyterian church. . . Speakers



CENTENNIAL HEADQUARTERS BUILDING

The office for the Centennial was erected in the street at Third and Center. This entire building, was erected gratis by the Labor Organizations of the city. The brick and tile floor, was a contribution by the Carlyle Tile Co. The windows and doors by the Chamberlin Co. of America. Electric by A. D. George Electric Co. The roof is a new product to be manufactured in Ironton by Messrs. John and James Price. Paint and wall paper and all labor demonstrate the Centennial spirit that has been exemplified for this celebration. The building is erected on a steel frame by the Meehan Steel Products Co., and the building will be moved by the Commission for the winner on the final day of the celebration. Tickets One Dollar, on sale by the Junior Chamber of Commerce.



CHRIST EPISCOPAL CHURCH—erected 1896

on the program were Clarence Feil, president of the Board of Trade; Dr. Casey, Chas. Collett, Brook Capper, and Dr. George G. Hunter. . . . \$6,479.00 was pledged as a starter to finance the entertainment. . . . Matt A. Cloran, assisted by his 7 year old son, Matt, Jr., dressed as "Johnny" of the radio show, operated the bulletin board as the funds were pledged.

The gifts as announced were as follows: \$250.00—Brook Capper, Gabler's Store, Citizens National Bank, J. C. Penney Co., First National Bank, Markin-Blanton Co., Liberty Federal Savings and Loan; Spriggs Distributing Co., Lawrence Federal Loan, First Federal Loan. . . . The Tribune Publishing Co., \$500. . . . The \$200 gifts announced were Fred Waggingner, Sexton Theatre Co., Diamond Lumber Co., Weber Bros. Florists.

One hundred dollar gifts were announced from Producers Dairy, Dr. George G. Hunter, Scherer Insurance Agency, Dr. C. A. Casey, Kennedy Insurance Agency, Ford Bros., Transport, P. S. Bull Insurance Agency, Miller Bros., Wall Paper, Allen Auto, H. M. Stanley, Waggingner's Cafe, H. T. Allyn, Jeweler, The Sportsman, Harry W. Eckhart, Insurance, Phillips Funeral Home. . . . \$150 pledges were made by Son's Patio and Schachleiter's, and Leggett's department store.

The fifty dollar contributions were Bush & Morgan, printers, Edwards Battery, Atty. L. R. Andrews, Edward "Sonny" Carlyle, Marshal Griffith, contractor,

Jess Roberts, printer, Personality Beauty Shop. . . . M. E. Edelson, clothier gave a dollar for each year he has been in business—\$56. . . . Taxi 66 made their \$66. . . . George C. Hugger, jeweler gave his age \$70 and Henry B. Goldcamp wanted to be the first \$18.49er.

Gifts in amounts of \$25 were announced from John McGlothlin, wall paper, Clyde Banks restaurant, Buckeye Monument Co., Pearl Delong, the State Theatre, Mr. and Mrs. Clarence Goldcamp, Boggs Electric Co., and Bishops Grocery.

Other amounts included John F. Rist and sons Don and John F. \$40.

Circle 5, Presbyterian church, Town and Country Beauty Shop, Kings Restaurant, Luther Bowman, Marcella Hopstetter, Miss Hudson and others made pledges.

Mrs. Jane Allen McDonnold, soloist, Mrs. Harry Harry Collett, accompanist, and the Ironton High Quartette—John Paul Baker, George Hunter, Jr., Bob Little and Don Lewis, Jr., known as the Four Roses, sang several original songs about the 49ers.

Mr. Capper, the president, told of the First National Bank's starting in 1849, and Ted Allyn, auctioned some pennies dated 1849. This started the campaign, which week after week grew as liberal gifts were made by the Blue Ribbon Bus Co., the Ironton-Russell Bridge Co., A. & P. Market, Dr. Conkle, Crystal Ice Co., Central Hardware, Foit Pie Shop, the Independent B. O. Elks of the World, Ironton Producers Milk Co., Johnson Milk Co., Kresge, Mearns, E. J. Merrill Drug Co., Moose, Elks, Eagles, Carl Neekamp, Ohio Bell Telephone Co., Ohio Power Co., United Fuel Gas Co., Underselving Store, Prosperity Cleaners, Jack Ryan, Dr. W. F. Marting, Sinclair Oil Co., and scores more after this publication went to press.



CONGREGATIONAL CHURCH

Erected 1873

Purchased by the United Brethren in 1939

and the pineal gland, and the influence of the pineal gland on the development of the brain.

The results of our experiments will be presented in the following sections.

It is well known that the pineal gland is a very important part of the nervous system.

The pineal gland is situated in the brain, and it has a very important function.

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An Appreciation

The Centennial Commission, wish to take this opportunity to express their appreciation to "We the People," who assisted in making this One Hundred Year celebration one long to be remembered.

At this writing, it is too early to point with pride to the success of the great undertaking, but there is confidence in the air, that the event long planned, will come up to all expectations.

For this publication, the story of the Glorious Past 100 Years, we are indebted to many for the loan of pictures and other records, many of which could not be used because of their size, and others which were too faded for reproduction. Because of the many floods in Ironton, much valuable record has been lost or badly damaged by water.

The Briggs Library has been a heaven for most of the newspaper files of the early days. The events of the past are the research work of Charles L. Collett. The story of the Iron Railroad and pictures were provided by Mr. T. Howard Winters, Dean of Rider College, Trenton, New Jersey, a former Irontonian.

The assistance of Congressman Thos. A. Jenkins has been of great importance, especially in getting for the post office, the die which imprinted "Ironton, Ohio, Centennial, October 9-15, 1949" on all outgoing mail. Our good neighbors in Ashland and Russell, and the entire of Lawrence county contributed much during the preliminary stages of the planning.

The Commission are indebted to Mr. Thomas M. McDonnell, advertising representative of the Toni Company, who arranged for the first coast-to-coast radio broadcast ever to originate in the Tri-State. This CBS program "Give and Take" with John Reed King, and the New York cast headed by Bill Cullen, M. C. and producer Jack Carney, came to Ironton October 8, and volunteer in an Ironton program as

well as to put the regular CBS Saturday broadcast on the air at Beechwood Stadium.

The Commission is also indebted to WLW, Cincinnati, WCMI, Ashland, and WSAZ of Huntington for broadcasts.

Starting with the City Council, who made the first move by naming the Commission, and checking the list of all, who in any way, loaned their assistance, whether it be financial, labor, or just morale support, we of the Commission desire to express our appreciation, and are sorry that the complete list cannot be printed in this souvenir book.

The Board of Trade, Mr. Clarence Feil, president, assisted in many ways. The Junior Chamber of Commerce, Mr. Waldo Bowman, president, and Ray Hauck, past president, were among the first volunteers and never once did this organization shirk an assignment.

The Chin Croppers, a bearded group organized especially for the event, assisted in much of the advance promotional work.

The Child Welfare Club took over the "Home Coming" and the hospitality assignment, with Mrs. B. E. Baker, Mrs. H. J. McCarthy, Mrs. A. O. Davidson and Mrs. Eleanor Hudson, assisted by the entire membership.

The Kiwanis Club, Walter Neumann, chairman, took over the distribution of advertising.

The Press and Radio committee are K. J. Barron, Stan Morris, Min Schachleiter, Chas. McCarthy, E. M. Mittendorf, Dick Martin, Bill Traley.

The Merchants were represented by Louis Farmer, John Filbin, Mort Pensinger, Ben Ginsberg Harold Noise and others.

After this publication went to press, scores of other citizens made fine contributions and did valuable service for the success of the celebration, which proper credit could not be given because of the time required to print the book.

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JOHN F. RIST, Jr.

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